

GRAIN DEALERS JOURNAL

Published on the 10th and 28th of each month in the interest of progressive Grain Dealers.

Vol. XXXVIII. No. 8.

Chicago, Ill., U. S. A., April 25, 1917.

PRICE \$1.50 PER YEAR
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Directory of the Grain Trade

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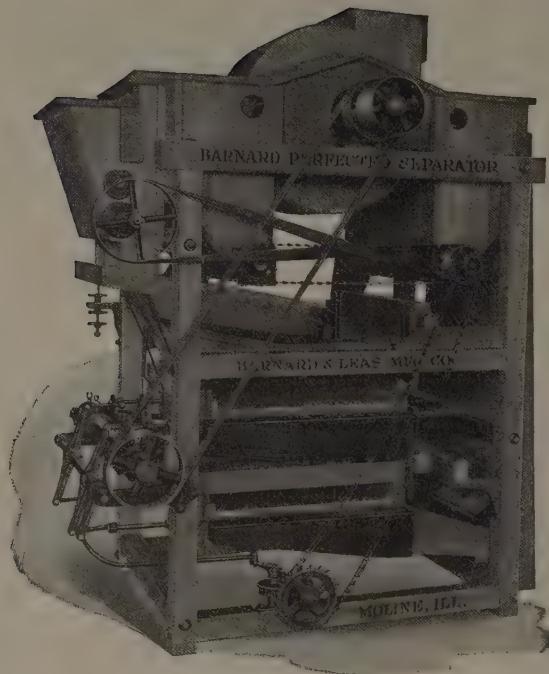
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305 So. La Salle Street CHICAGO, ILL.

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The Barnard Double Side Shake Receiving Separator is a revelation in grain cleaning. It is a comparatively new machine, having been on the market only a few years. Like all other machines put out under our name, it is supreme in its field. This statement is substantiated by the large number in use and its satisfied users.

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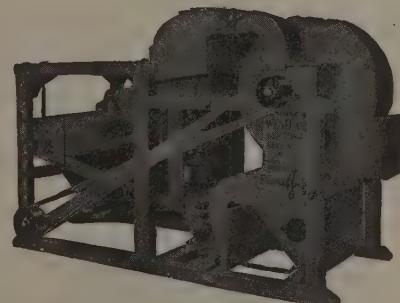
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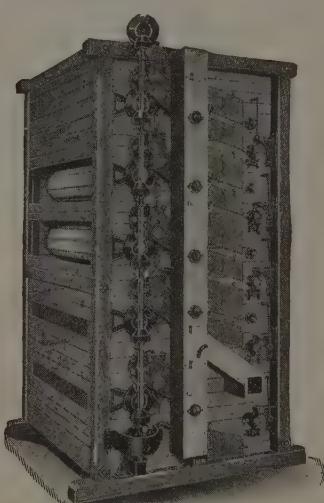
Different kinds of seeds and grains, and different conditions of the seeds or grains, call for varying strength of the air blast used in separating the dust, chaff, and light, shrunken seeds or grain from the heavy, perfect seeds and grain. The Clipper Variable Air Regulator gives exact control of the air blast at every desired point. "From a zephyr to a hurricane" (and every intermediate point between) exactly describes the range of air blast that can be secured by this mechanical device. We can produce a blast strong enough to blow out the heaviest grain, peas or beans, and by an adjustment requiring but an instant reduce the blast sufficient for handling the lightest seeds, such as timothy, red top or blue grass.

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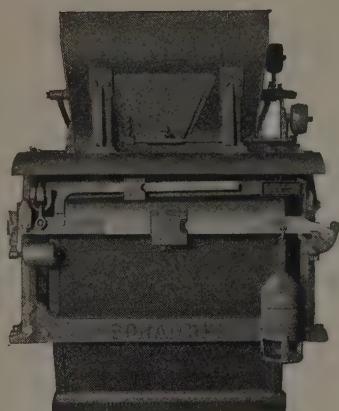
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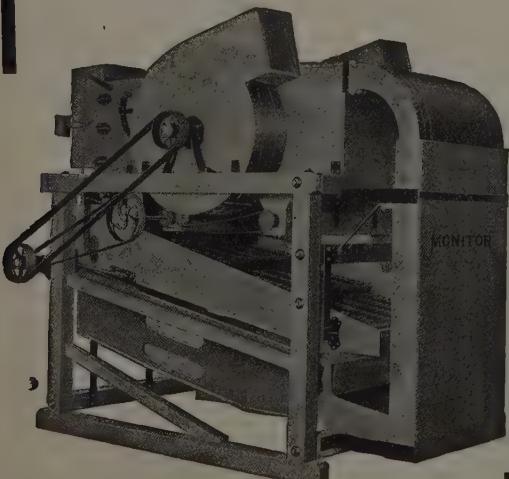
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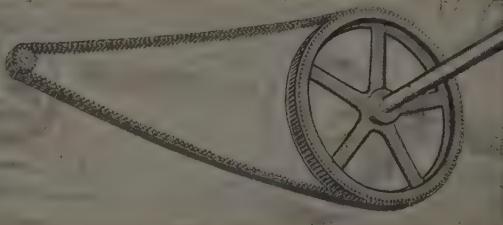
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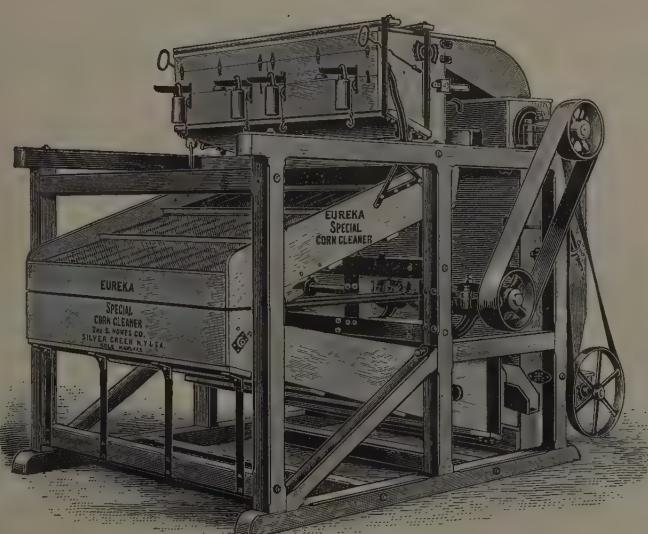
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Rubber Protector, \$2.00
Sent postpaid on receipt of
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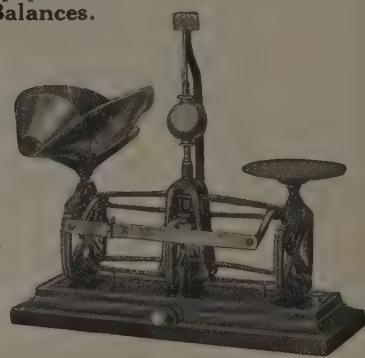
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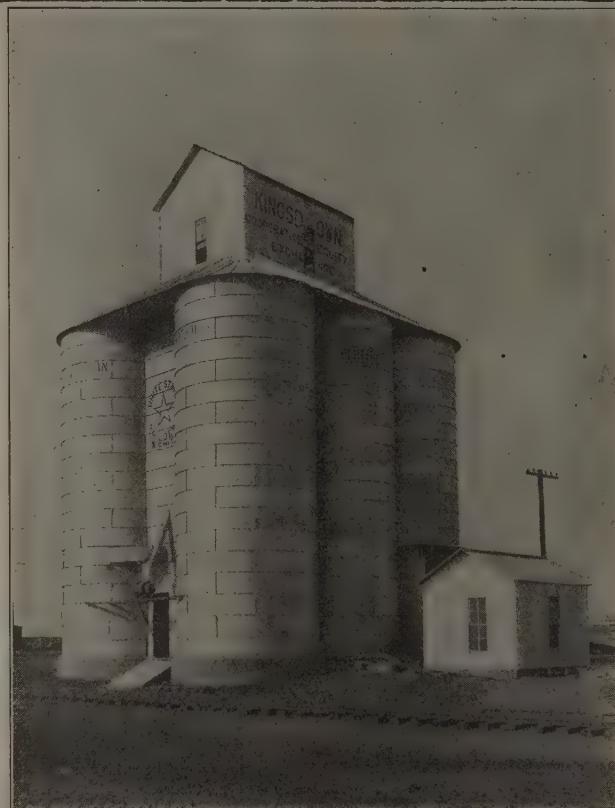
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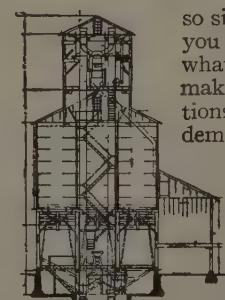
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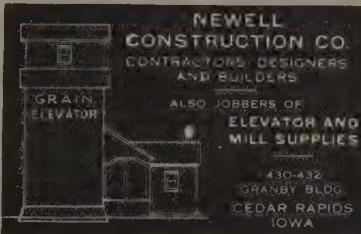
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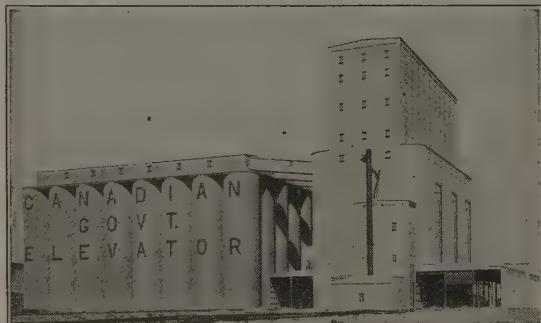
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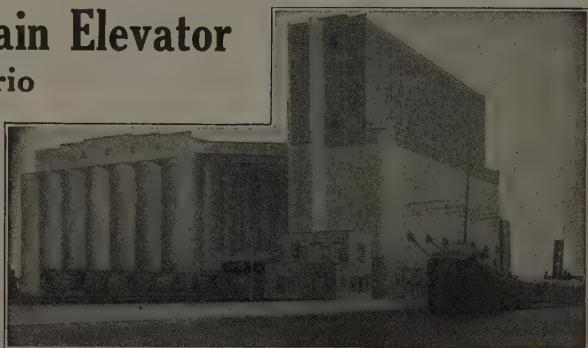
Capacity 3,500,000 Bushels

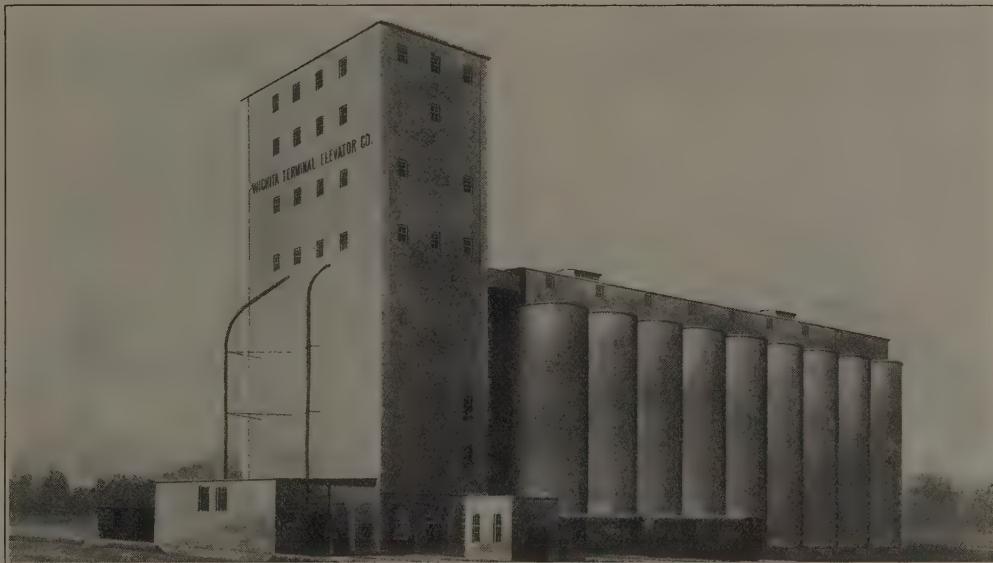
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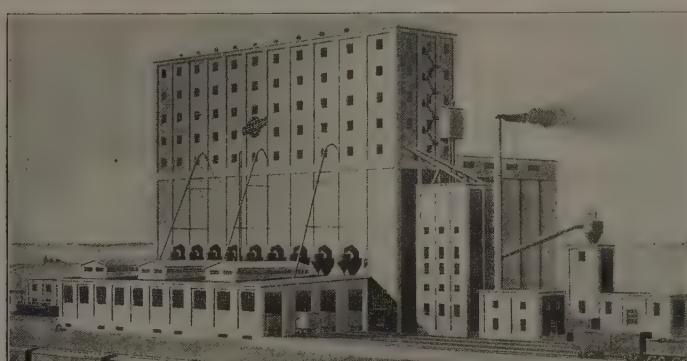
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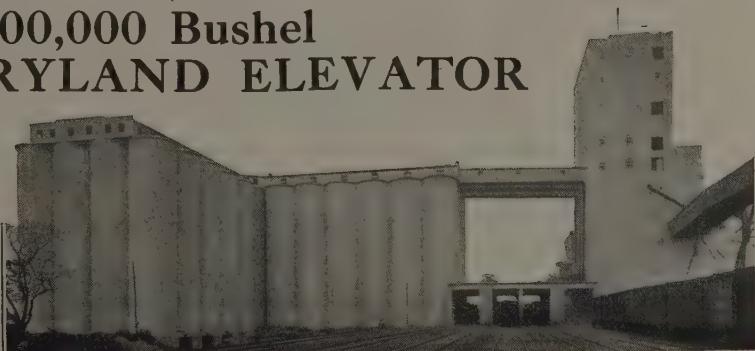
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JAMES STEWART & CO., Inc.
Designers and Builders.

GRAIN ELEVATORS
BUILT IN ALL PARTS OF THE WORLD

GRAIN ELEVATOR DEPT.,
15th Floor Westminster Bldg.
CHICAGO

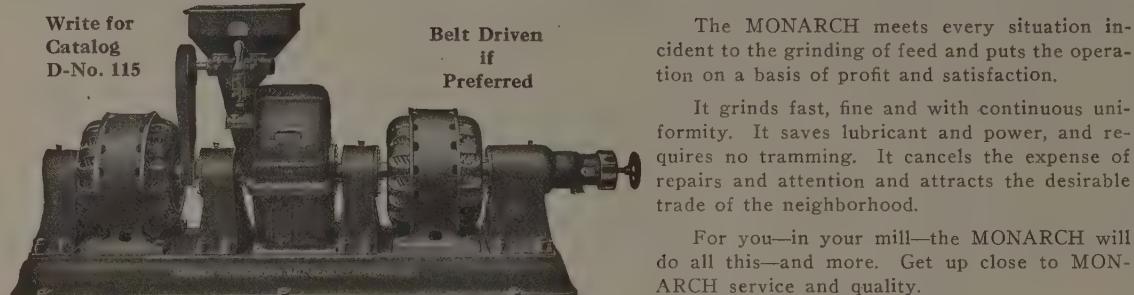
W. R. SINKS, Manager



Distance Lends Enchantment to the View

But—if you will get up close and observe the value of MONARCH service and quality—you will see the reason for the popularity of

The Monarch Ball Bearing Attrition Mill



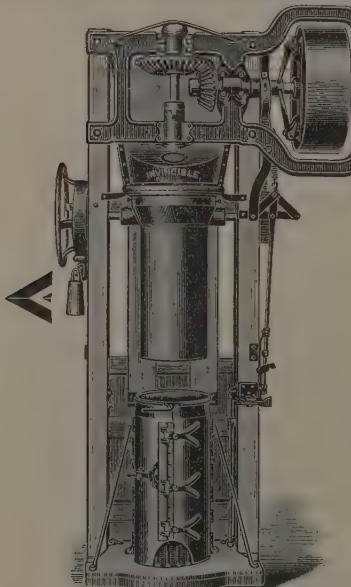
For you—in your mill—the MONARCH will do all this—and more. Get up close to MONARCH service and quality.

Sprout, Waldron & Company

MILL Builders
Main Office and Works

Muncy, Pa.
Chicago Office: No. 9 S. Clinton St.

Milling Engineers
P. O. Box No. 26



STRONG— THE INVINCIBLE AUTOMATIC GIANT BRAN AND FEED PACKER

Made to be all that we claim—the strongest and most durable of packers. It has the good Invincible features—friction clutch, automatic action, economical operation—and it wears. For long, faithful, unbroken service, this is your packer.

Guaranteed Invincibly: "Satisfaction Without Reservation."
You Need Our Book about it.

INVINCIBLE GRAIN CLEANER CO.
Dept. 4

Silver Creek, N. Y.

REPRESENTATIVES

Chicago, Ill., 1041 Webster Bldg.	A. H. Kay
Bristol, Tenn., 111 E. 5th St.	H. C. Purvine
Indianapolis, Ind., Board of Trade....	C. L. Hogel
Kansas City, Mo., 284 Exchange Bldg.	F. J. Murphy
Minneapolis, Minn., and Winnipeg, Man.	Strong-Scott Mfg. Co.
Philadelphia, Pa., 5774 Hunter St.	C. Wilkinson
Toledo, Ohio, Jefferson-House.....	Bert Eesley
San Francisco, Cal., 17th and Mississippi....	
.....	W. King, Pacific Coast Rep.

Just ordered this machine—

Commercial Milling Co.,
Detroit, Mich.

Have a Capable Feed Department

There is no better source of profit for an elevator than a feed department that is properly conducted. The extent of the profit depends, first, on the feed mill which must be able to turn out good quality grinding at the lowest possible cost; second, the persuasive powers of the elevator man to interest his patrons in his product.

If you are backed up by a good feed mill your persuasive powers will not be lacking.

You know what feed mill to install? Write and ask us.

J. B. EHRSAM & SONS MFG. CO.
ENTERPRISE, KANSAS

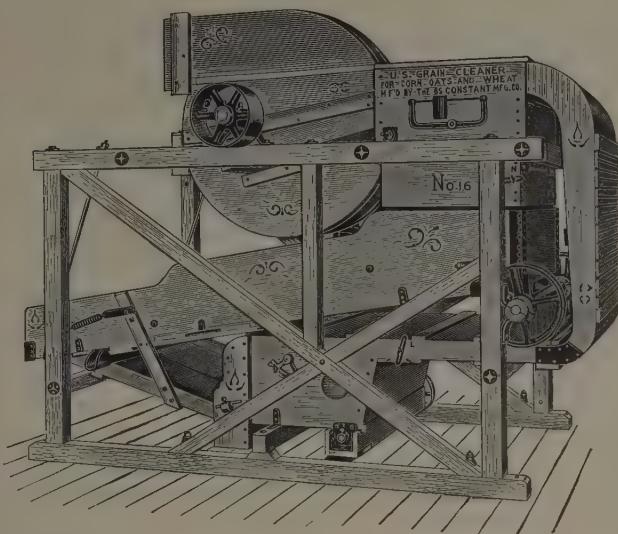
Record of Cars Shipped

FORM 385 is a book designed especially for country shippers in keeping a complete record of each car of grain shipped. Reproduced herewith are the column headings and rulings of both the right and left hand pages.

Together with "Wagon Loads Received," it forms a very good set of books for a country dealer.

The book contains 160 pages of linen ledger paper, each 9½×12 inches, ruled 29 lines to a page, so as to give the book spaces for recording 2,220 car loads. It is well bound in strong boards with leather back and corners. Price, \$1.75.

Grain Dealers Journal
La Salle St. Chicago, Ill.



Our
Catalog
On
Request

Easily The Leader in Satisfactory Grain Cleaning

The "U. S. Grain Cleaner" has for so long been giving satisfactory service in hundreds of grain elevators throughout the country, that it is no wonder that it is considered the leader. It has built up an enviable reputation. This is the kind of a cleaner you should install in your elevator. You had better give the subject some thought at this time, as the new crop is not many months away. Look your machinery over and see what you need — we can supply it.

B. S. CONSTANT MFG. CO.
BLOOMINGTON, ILL.

Your Firm Name

will be printed free in the 15,000 copies of the 1917 List of Users of the Universal Grain Code if you notify us promptly that you have a copy of the code.

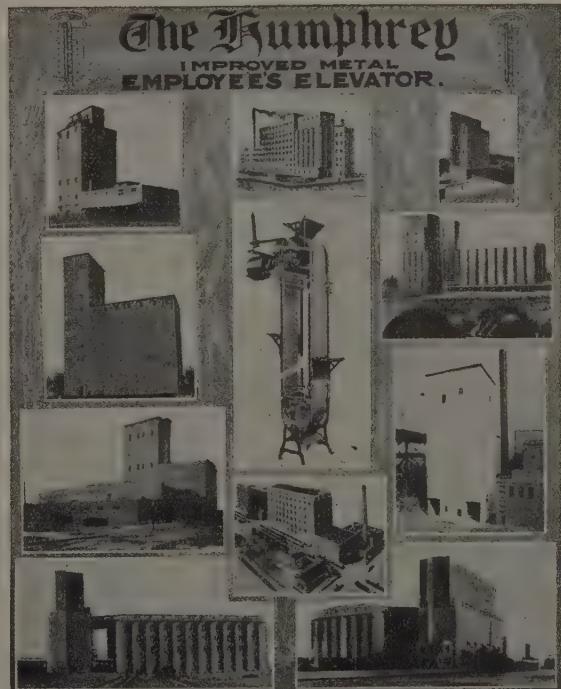
A copy of the List of Users will be sent free to you and 14,999 other live grain firms who desire to reduce their telegraph tolls.

Printed on bond paper and bound in flexible leather. Price \$3.00.

GRAIN DEALERS JOURNAL

305 So. La Salle Street

Chicago, Illinois



Write for particulars

Humphrey Elevator Company
Sole Manufacturers

FARIBAULT, MINN.



Well, What Are You Going To Do About It?—You Gasoline Users

What are you going to do about this ever-increasing price of Gasoline? Gasoline is steadily going higher in price, and lower in quality. You cannot afford to use it as a fuel from an economical standpoint, nor can you afford to throw away your present Gasoline engine. We can cut the fuel cost 60% and save the engine for your power plant, with our KEROSENE CARBURETOR.

WHY NOT LET US DO IT?

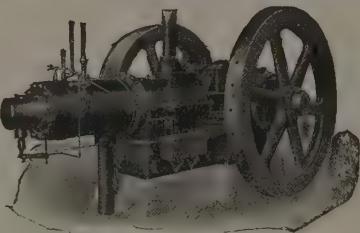
**KEROSENE CARBURETOR COMPANY
FRANKFORT, INDIANA**

ELEVATOR MACHINERY

**GRAIN DRYERS—All sizes, CRUSHERS,
SELLERS and MILLS CONVEYORS
and ELEVATORS, CHAIN BELT and
SPROCKET WHEELS, OAT MEAL and
PEARLED BARLEY MACHINERY,
HOMINY MILLS**

SEND FOR DESCRIPTIVE CATALOG OF WHAT YOU WANT

**THE C. O. BARTLETT & SNOW CO.
CLEVELAND, OHIO, U. S. A.**



CERTAINLY YOU HAVE HEARD ABOUT THE

Money-Making Muncie

The ideal, LOW COST POWER UNIT, USES LOWEST GRADES OF CRUDE OIL OR FUEL OIL COSTING TWO TO THREE CENTS PER GALLON AT REFINERIES. You can run a 50 h.p. Money-Making Muncie for 20c to 25c per hour full load.

CHEAPER than any other power, better than steam, steady as electric power, quickly started, always ready for business, carries ample overload, liberal proportions.

Sold on POSITIVE GUARANTEE. Thousands in use. Elevator owners everywhere specify the MUNCIE. Write for full particulars of saving we can make you. State size needed and we will send you complete information about the MUNCIE suited for your needs.

Muncie Oil Engine Co.

516 Jackson Street

Muncie, Indiana



HOTEL DYCKMAN

6th Street Near Nicollet
MINNEAPOLIS NEWEST HOTEL

225 Rooms, Every Room with private bath
Rates \$1.50 to \$5.00 per day

The DYCKMAN gives more for the money

than any hotel in the Twin Cities

Headquarters for the Grain Trade

H. J. TREMAINE, President and Manager

CHECK
your reductions of pounds to bushels by using

**Clark's
Carload
Grain
Tables**

New edition revised and enlarged. Price, \$2.50.

**GRAIN DEALERS
JOURNAL
Chicago, Illinois**

You Can Sell— Your Elevator

by advertising directly to people who want to buy, by using a

**Grain Dealers Journal
Want Ad.**

WHAT DO YOU NEED

to modernize your plant so it will net you larger profits? Is it here?

Cleaner	Car Loader
Sheller	Conveying Machinery
Buckets	Transmission Rope
Boots	Sample Envelopes
Belting	Gas Engine
Portable Elevator	Kerosene Engine
Power Shovel	Motors
Car Puller	Dump
Scarifying Machine	Storage Tanks
Gravity Cleaner	Feed Mill
Clover Huller	Elevator Leg
Manlift	Distributor
Bags and Burlap	Car Liners
Transmission Machinery	Scales
Separator	Moisture Testers
Grain Driers	Oat Bleachers
Grain Triers	Oat Clipper

or anything used in a grain elevator.

Tell us your needs, and we'll put you in touch with reputable firms, to the end that you will receive information on the latest and best equipment. A postcard will do.

INFORMATION BURO

Grain Dealers Journal, 305 So. La Salle St., Chicago



Are You Wasting Money?
Operating machines and shafts that could stand idle at least a part of the time. Equip your plant with Tester Clutches and start saving money. Get our Free Booklet. Decatur Foundry, Furnace & Machine Co., Dept. D, DECATUR, INDIANA

BOWSHER FEED MILLS

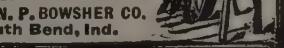
GROW HEALTHY STOCK

"Crush ear corn (with or without shucks) and grind all kinds of small grain."

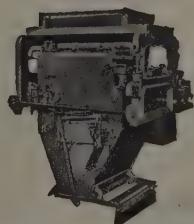
Handy to operate—lightest running. 10 sizes: 2 to 25 h. p., capacity 6 to 200 bushels. Conical shape Grinders. Different from all others.

Write for Catalog
and folder about the value of different feeds and manures.

The N. P. BOWSHER CO.
South Bend, Ind.



YES



ADEQUATE

RICHARDSON SCALE COMPANY

500 GRAN EX BLDG.
OMAHA

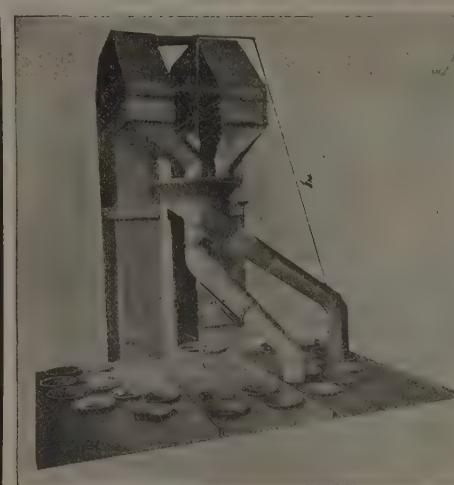
3rd & STATE ST.

Factory
PASSAIC, N.J.

127 N. EMPIRE
WICHITA

4th & Third St.

MINNEAPOLIS



BY USING

the Ibberson Pat. Double Distributing Spout you can elevate with both legs to one bin or car at the same time, or separately. You also eliminate one complete set of wooden spouts which run from Distributing spout to bins.

This spout is not an experiment, but is complete in every respect.

Manufactured and sold exclusively by

James J. Gerber
Minneapolis, Minnesota

HALL SPECIAL ELEVATOR LEG

Adds 100% EFFICIENCY to the cup belt. It revolutionizes the system of elevating grain. It is AUTOMATIC in ACTION.

The grain is fed to it automatically and unerringly without mechanism and is as reliable as gravitation. In consequence of these facts it is 100% MORE DURABLE than other legs. It is INSTALLED BY OURSELVES AND GUARANTEED IN YOUR ELEVATOR.



The dollars LOST by mixing grain through your "turn spout" accumulate rapidly.

The cheapness of the spout in first cost is a negligible factor unworthy serious consideration.

The profits from using a

HALL SIGNALING DISTRIBUTOR

come in silently, invisibly, but regularly with the returns from your grain sales.

HALL DISTRIBUTOR CO., 222 Range Bldg., Omaha, Nebr.

The Van Ness Safety Roller Bearing Manlift

is built for service. Made from Selected White Birch, has direct acting springs, double safety device that will not fail, runs easy, unnecessary to bolt or lock it while not in use.

Has wire cable and cotton hand line. Sold on 30 days' trial. Write for circulars and prices.

Manufactured and for sale by

R. M. Van Ness Construction Company

203 Grain Exchange
OMAHA, NEB.

We Build
Modern Grain Elevators



KENNEDY CAR LINERS

Prevent Leakages

Avoid Claims

Saves Money

**Used by Thousands of
Progressive Shippers**

MADE BY

**THE KENNEDY CAR
LINER & BAG CO.**

SHELBYVILLE, INDIANA

**Prevent
CLAIM LOSSES
with**

TYDEN CAR SEALS

Bearing shipper's name and consecutive numbers.

6000 SHIPPERS
Are now using them.
Write for samples
and prices.

INTERNATIONAL SEAL & LOCK CO.

Chas. J. Webb, Vice-President
617 Railway Exchange Bldg. CHICAGO, ILL.



Affidavit of Weight

WHEN YOU find it necessary to make a sworn statement of the amount of grain loaded into a car, use our AFFIDAVIT of WEIGHT blanks.

They are put up in books of 50, size $5\frac{1}{2} \times 8\frac{1}{2}$ inches, printed on white bond paper, machine perforated so they may be easily torn out. Each blank contains the following information:

—being first duly sworn, on his oath says that on the — day of — 191— he, acting as agent for — at — in the State of — carefully and correctly weighed — draughts on Hopper Automatic — Wagon Track Scales amounting to — lbs. equal to Bushels of No. — and loaded direct or thru bin to Car No. — Initial — for shipment to Messrs. — at — in the State of — and that said car was in — condition and properly sealed when delivered to the — Railroad; with space for signature of Notary Public. ORDER FORM No. 7 A. W. Price 50c.

GRAIN DEALERS JOURNAL
315 South LaSalle St. Chicago, Ill.



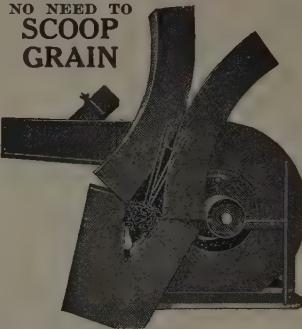
Whether You Build or Remodel

you want the most simple and up-to-date equipment, and that is the BERNERT line of pneumatic grain handling machinery. If you are in need of a Conveyor, Pitless Elevator, Car-loader, Combined Elevator and Car-loader, or Track-loader, both stationary and portable, etc., then do not wait, but write today for catalog and descriptive matter to the

BERNERT MFG. CO.
759-33d St., Milwaukee, Wis.

Everything in Pneumatic
Grain Handling Machinery

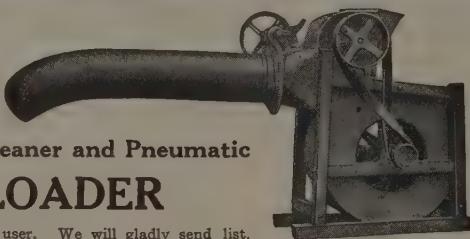
NO NEED TO
SCOOP
GRAIN



Loads every car to full capacity without scooping in dusty car. Improves grades. Cannot injure the tenderest grain. Simple and easy to install and operate. It will pay you to write for booklet, "Don't Swallow the Dust." Do it now.

MAROA MFG. CO.
Dept. G. MAROA, ILL.
Boss Car Loaders.

IF you are really anxious to learn the true merits and economical service of a



Combined Grain Cleaner and Pneumatic
CAR LOADER

become acquainted with any user. We will gladly send list.

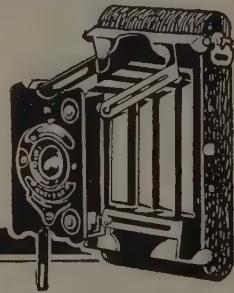
Why you should install the MATTOON

It is impossible for it to mill or crack the grain. It will fill largest cars to full capacity, without any labor in the car. Strong and durable, automatic in action, and requires no attention after starting. Constant moving of pneumatic tube as it loads the grain prevents dust from gathering in center of car. Cools and dries the grain as it passes through the air.

Write for list and circulars

MATTOON GRAIN CONVEYOR CO., Mattoon, Ill.

You Can't Keep From Taking PICTURES



with a

Vest Pocket Seneca

*The Camera with the
Focus Fixed For You*

Here is a little camera that will slip into your pocket, yet has a back that comes off for loading and a front that snaps out automatically into exact focus, supply film to fit, eight exposures to the roll. This "Little Indian" costs \$7, others up to \$22.50.

Send today for latest edition catalogue.

SENECA CAMERA MFG. CO.
Rochester, N. Y.

Coal Handling Machinery

If you are confronted with the problem of how to reduce your

Coal Handling Costs

our engineers will solve the trouble—no charge for this service.

We design and manufacture Coal Elevators, Conveyors, Belt and Apron Conveyors, Pockets, Screens and Chutes, Wagon Loaders, Bagging Hoppers.

Write for Catalog No. 16. Address nearest office for quick service.



GIFFORD-WOOD CO.

Chicago Office: 565 W. Washington St.
Hudson, N. Y. New York
Boston Rochester, N. Y. Philadelphia

Shipping Notices Duplicating

are designed for use by country grain shippers in advising receivers of shipments, giving complete information regarding each car. The carbon copy remaining in the book gives shippers a ready reference for each load.

The form shows the grade, kind and weight of grain loaded into car—initials and number, with seal numbers, at station on date, billed shipper's order notify draft for \$ made thru bank of to apply on sale of bushels made

Printed on white bond originals, perforated so they may be easily removed without tearing, and yellow manila duplicates. Bound in books of 50 sets with heavy hinged pressboard tops and binders board bottoms, size 5 $\frac{1}{2}$ x 8 $\frac{1}{2}$ inches and supplied with two sheets of carbon. Order form No. 3 S. N. Price 75c. Send all orders to

GRAIN DEALERS JOURNAL,

315 So. La Salle St., Chicago, Ill.

When you see it in the
JOURNAL
help us by saying so

Grain Elevators Wanted

Grain elevators in all sections of the country are in great demand at this time. If grain dealers who wish to dispose of their plants will properly place before the trade a complete description of the elevator they wish to sell they will find many buyers.

The most thoro and effective manner in which to place an elevator before the trade, is thru the "Elevators For Sale" columns of the Grain Dealers Journal. This enables you to place your proposition before over 6,500 possible buyers who recognize the Journal as the grain trade's accepted medium for "Wanted-For Sale" advertisements.

After running an advertisement in the "Elevators For Sale" columns of the Journal a few times we received the following letter from N. L. Layer & Son, Wyatt, Ind.:

We were more than pleased with the results our ad in the Journal gave us. We received 28 answers from parties who were interested, and the parties who bought first learned of our elevator through the Journal's advertising columns.

Letters from other users of the "Elevators For Sale" columns

We are in receipt of yours of the 20th and beg to state that thru your valued paper we have succeeded in selling our elevator. Helm Grain Co., St. Joseph, Mo.

We sold our elevator thru the advertisement in the "Elevators For Sale" columns of the Journal. John Ristvedt & Son, Paton, Iowa.

The Journal was a valuable aid in selling our elevator, which we had advertised in the "Elevators For Sale" columns. Newcomer & Delozier, Adair, Okla.

This is convincing proof that if an elevator in good repair, located in good grain territory, is offered to the trade thru the Journal, it will be sold quickly and without paying a commission. In each of the above cases the elevator was fully described, telling the prospective purchaser the essentials he should know to consider its purchase. This, together with the fact that the announcement was placed before the right men, brought quick and satisfactory sales.

Advertisements in this department cost but 20c per type line each insertion; 10% discount for cash.

Do you wish to sell an elevator?

Do you want to buy an elevator?

Whatever you wish, write full particulars to

For Sale-Wanted Dept.

GRAIN DEALERS JOURNAL

305 So. La Salle St.

Chicago, Ill.

Wanted and For Sale

The rate for advertisements in this department is 20 cents per type line each insertion

ELEVATORS FOR SALE

IOWA elevator and coal business for sale; fine location. A. L. Tollefson, Est., St. Ansgar, Iowa.

FOR SALE—30,000 bushel capacity elevator complete with machinery and additional warehouses. Address Coleman State Bank, Coleman, Wisc.

FOR SALE—Elevator and feed mill, feed, flour, grain, seeds, phosphate, poultry supplies; in Dairy section Central New York. For particulars, address R. N. Dershimer, Dryden, N. Y.

CHOOSE YOUR ELEVATOR from the many offered. Insert an advertisement in the "Elevators Wanted" columns of the Grain Dealers Journal, and select one at a satisfactory price and station.

KANSAS—15,000 bu. capacity grain elevator and 125-bbl. roller mill, situated on the M. P. R. R. in good grain section of Kansas. For further particulars, address Farmers National Bank, Hutchinson, Kansas.

FOR SALE—A modern 35,000 bu. capacity elevator in best corn and oats territory of Western Indiana, averaging over 200,000 bu. annually. \$20,000.00 including a modern residence. Address Ben, Box 6, Grain Dealers Journal, Chicago.

FOR SALE—Elevator and coal business in Central Iowa on C. M. & St. P. R. Large territory and good competition. Have other business. For further particulars, address Cereal, Box 5, Grain Dealers Journal, Chicago, Ill.

FOR SALE—Elevator and feed mill; capacity 12,000 bushels; feed mill doing good business, annual amount \$100,000.00; located on R. R. land, town 1,800; no competition; on main line R. R. Eastern Iowa; good farming community. Address Iowa, Box 6, Grain Dealers Journal, Chicago, Ill.

ILLINOIS—On account of death of our Mr. John Ervin, elevator at Tuscola, Ill., situated on I. C. track, is for sale; 4 dumps, 2 elevators, electric power (35 horse), gravity load, private track, good repair; storage for 15,000 bu. ear corn; 15,000 bu. shelled; machinery good. Address R. & J. Ervin, Tuscola, Ill.

MICHIGAN—You are looking for us if you want the biggest elevator opportunity in the state of Michigan. We have two modern, fully equipped grain and bean elevators located in one of the best grain and bean sections Mich. No bad competition from surrounding towns; will make a very low cash price for quick sale. Excellent reasons for selling. If you mean business, address Business, Box 8, Grain Dealers Journal, Chicago, Ill.

Somebody's always hunting an elevator, and there is no wrong time of the year to put an ad in the "Elevator For Sale" columns of the Journal.

ELEVATORS FOR SALE.

KANSAS elevator and coal business for sale; good location. For particulars, address E. F. Adams, Everest, Kans.

FOR SALE—A good elevator in good locality; no competition. Inquire of "Kansas," Box 5, Grain Dealers Journal, Chicago, Ill.

SOUTHWESTERN OHIO—Three elevators for sale in good grain section; elevators in good repair. J. & J. Leas, West Manchester, Ohio.

CENTRAL MINNESOTA—On account of sickness, elevator and coal business for sale; good proposition. Address G. R., Lock Box 5, Sanborn, Minn.

FOR SALE—Grain Elevator, coal sheds, tool house; all built two yrs. ago; owners cannot give business the attention it requires. Address Own, Box 3, Grain Dealers Journal, Chicago, Ill.

MINNESOTA—Elevator fully equipped, gas power, dump scale, coal sheds; in good condition; close to Rochester, Minn., doing fine business. Address Box 79, Grand Meadow, Minn.

FOR SALE—Grain elevator, feed mill, coal elevator and hay shed, located on Lehigh Valley R. R. Good retail trade and good shipping business. Excellent opportunity for anyone with push. Part cash, balance or mortgage. Reason for selling, have other interests. Address Albright Bros., Newfield, N. Y.

YOU ARE looking for us if you want the biggest elevator opportunity in the state of Ohio; 10,000 bu. cap. grain elevator, located on the Penn. R. R. in small town of about 100; good farming country; building in good condition; doing \$30,000 business annually. Address Scale, Box 8, Grain Dealers Journal, Chicago, Ill.

ELEVATORS WANTED.

WILL EXCHANGE 120 acres Ohio land for a good Indiana elevator. Address Box 44, Rockford, Ohio.

WANTED—Good elevator that can be bought right for cash; in good grain section of Eastern Illinois or Western Indiana. Address H 64, Box 5, Grain Dealers Journal, Chicago, Ill.

REWARD.

Will pay reasonable reward for information regarding a good elevator location in Montana; must be in good grain section, at a station that will give another elevator a good business, or will buy a good elevator. Reward will be paid as soon as site is accepted or elevator bot. Address Box 363, Hankinson, N. D.

I WANT to lease two or three elevators north of Springfield in Central or Western Illinois for 1 to 3 years with option of buying, either during or at expiration of lease; if interested, direct reply, stating lowest terms, location, description, condition and capacity of house, number of bushels handled per annum and what competition, to E. B. Conover, No. 504 Ferguson Bldg., Springfield, Ill.

ELEVATORS WANTED.

WANTED—For spot cash, good Iowa grain or lumber business. Write Lock Box 145, Woodward, Iowa.

WANTED—Good elevator and business in Central Indiana. Address Fay, Box 8, Grain Dealers Journal, Chicago, Ill.

WANTED TO TRADE—Land in alfalfa valley near Wild Horse, eastern Colo., also 7 room house with large grounds in Bisbee, N. D., for elevator in Minnesota, the Dakotas or Montana. Address Box 236, Bisbee, N. D.

WANTED—To buy or lease elevators in Northeastern Indiana or Northwestern Ohio or will furnish funds and operate on joint account. All correspondence strictly confidential. Address Wayne, Box 5, Grain Dealers Journal, Chicago, Ill.

ELEVATOR BROKERS.

JOHN A. RICE, exclusive elevator broker, Frankfort, Indiana.

LIST YOUR ELEVATORS AND REAL ESTATE WITH ME FOR RESULTS. NAT P. CLAYBAUGH, ELEVATOR AND REAL ESTATE BROKER, Board of Trade Bldg., Frankfort, Ind.

BUSINESS OPPORTUNITIES.

EXCHANGE—Central Iowa Farm, 160 acres, for Grain or Lumber business. Address F. O. Box 386, Cedar Rapids, Iowa.

OPPORTUNITY for hustler. We can lease a very fine coal and feed business to right party. E. Rothschild Company, Atlantic, Iowa.

WHATEVER your business may be, it will find a ready market if advertised in the "Business Opportunities" column of the Grain Dealers Journal, Chicago, Ill. 6,300 grain men look to these columns twice a month for real opportunities.

FOR SALE—Seventy-five barrel flour mill with elevator and coal yard in connection. Mill bldgs. brick. Plant in active operation, with good local trade. Must be sold at once. Write A. M. G., Box 2, Grain Dealers Journal, Chicago.

FOR SALE—One of the best cash grain brokerage businesses in the Central states, with best of connections at Eastern & Central markets; excellent income, business increasing each year; will sell promptly or not at all. Reason for selling, other opportunities. Address East, Box 7, Grain Dealers Journal, Chicago, Ill.

DO YOU want to buy one-half interest in a 200-bbl. roller mill with elevator, also electric light plant in connection for lighting city? Located in thrifty town in Missouri; a paying proposition; will sell mill and elevator without light plant or will sell entire plant, but prefer to sell one-half interest; will rent mill and elevator, oil engines for power. If you mean business, address Mill, Box 4, Grain Dealers Journal, Chicago, Ill.

Whenever there is a real opportunity of interest to the grain trade it is usually registered in the "Wanted—For Sale" columns of the Journal.

SITUATIONS WANTED

WANTED—Position as Grain Buyer or manager; 15 years experience; best of reference. Address G. A. Box 8, Grain Dealers Journal, Chicago, Ill.

EXPERIENCED HELP, such as managers for country stations, foremen, auditors and employees need in the grain business are readily secured thru an ad in the "Help Wanted" column of the Grain Dealers Journal, Chicago.

WANTED—Position as Auditor for a line of elevators; have had 24 yrs. experience in grain business as buyer; 48 years old. Can furnish best of ref. Address Deal, Box 8, Grain Dealers Journal, Chicago, Ill.

WANTED—Position as Mgr. of elevator; understand buying, selling and hedging and can show results; good references and can furnish bond. Prefer Mont. or Canada. Address Stone, Box 8, Grain Dealers Journal, Chicago, Ill.

WANTED—Position as Mgr. of Elvtr. in good grain belt of Ohio; 20 years exp. in elevator, 5 years Mgr. of farmers elevator; am now employed but desire change. Address Pete, Box 7, Grain Dealers Journal, Chicago, Ill.

POSITION WANTED as solicitor for good grain firm in Kansas City or Omaha, or as Mgr. of Terminal or Country elevator; 18 years exp. in grain and livestock business; employed at present but desire change. Will come on 30 or 60 days trial. Address E. P. Lowe, Haddam, Kans.

WANTED—Position as Mgr. of grain elevator; can take care of books also; have had 10 years steady experience with one house; middle aged, married; can furnish best of references. Address Aid, Box 8, Grain Dealers Journal, Chicago.

WANTED—Position as Mgr. of Gr. elevator. Prefer Kansas but will consider other points. Thoroughly exp. in grain, feed, lumber and implement business. American, 37 years old, married. Can furnish A-1 ref. Address Dimock, Box 8, Grain Dealers Journal, Chicago, Ill.

POSITION WANTED—with grain company located in central states; have 5 years experience as elevator man; 6 months in railroad office; handle any power; sober and steady; good mechanic. Ref. from former employers. Address Bill, Box 8, Grain Dealers Journal, Chicago.

WANTED—Position with grain, milling or feed concern, by married man of good appearance, personality and education, accustomed to meeting the public; have had several years' experience with Private Wire houses as Telegraph Operator, also as Mgr. of branch offices; good correspondent, can use typewriter; fully capable and dependable. Address Type, Box 8, Grain Dealers Journal, Chicago.

ARE YOU looking for a position in any branch of the grain business? If you are send us your name, address, nationality, languages spoken, experiences, salary expected, references, in fact any information that will help an employer to form an idea of your ability to serve him. We will keep this information on file and from time to time place you in touch with elevator owners who seek competent help. This service will be absolutely free, placing you under no obligation whatever. Write today and get in line for a good position. Address—The Want Ad Man, Grain Dealers Journal, Chicago, Ill.

Give a Journal "Wanted—For Sale" ad something to do for you—it needn't be something easy.

HELP WANTED.

WANTED—Man to handle Lumber Yard; one acquainted with grain preferred. Box 196, Leith, N. Dak.

EXPERIENCED country elevator manager wanted. Small town. We want a worker, good habits and references. Address Box 1, Sidney, Ill.

WANTED—Good, live manager line elevator Western Kansas, Oklahoma. Reference, bond. Married preferred. Address Line, Box 8, Grain Dealers Journal, Chicago, Ill.

WANTED—A competent mill manager. Must be familiar with the mechanical as well as the business end of the milling business. A good salary for the right man. Address Western, Box 7, Grain Dealers Journal, Chicago, Ill.

WANT A JOB as grain buyer, manager of an elevator, engineer, traveling solicitor or any position connected with the grain business? If so, make your wants known to progressive grain dealers who are in need of experienced help through the "Situation Wanted" column of the Grain Dealers Journal.

WANTED—Grain man experienced in buying Idaho wheat to represent grain firm in that state the coming season. Must be able to furnish say \$2,000.00 capital, balance to be furnished by us in erecting facilities for handling the business. Do not answer unless you can qualify and furnish gilt edge reference. Address Edge, Box 8, Grain Dealers Journal, Chicago, Ill.

PARTNERS WANTED.

YOU CAN SECURE a partner if you make your wants known to the grain trade thru the Partners Wanted column of the Grain Dealers Journal.

MARRIED MAN, 27, with 5 yrs. exp. in grain business in wheat belt of Okla. has \$1,200 cash and desires to buy part interest in country elevator or would consider any good proposition in grain business. Address Part, Box 8, Grain Dealers Journal, Chicago, Ill.

SECOND-HAND BAGS AND BURLAP.

BURLAP BAGS OF EVERY KIND FOR SALE; new or second-hand, plain or printed with your brand; Seamless Cotton Grain Bags; Sample Bags; Burlap, Cotton Sheetings, or Paper for Car Lining, etc. Wanted: second-hand bags, best prices paid. WM. ROSS & CO., 409 N. Peoria St., Chicago

PROPOSALS.

PROPOSALS FOR FORAGE FOR PHILIPPINE ISLANDS. Office Dept. Quarter-master, 556 Federal Building, Chicago, Ill. Sealed proposals in triplicate will be received here until one o'clock P. M., Central time, May 2, 1917, for furnishing at Chicago, Ill., or other prominent railroad points, 3,000 tons hay, 3,000 tons oats, and 100 tons bran. Information furnished on application.

LUMBER FOR SALE.

From the wrecked Armour Elevator, Chicago, Illinois, several million feet of No. 1 Hemlock and Pine Lumber, thoroughly dried and in good condition; equally as good as new lumber and at much lower prices.

Nails have been removed, ends trimmed; lumber is sound and very good stock in sizes of 2x4, 2x6, 2x8 and 2x10, in lengths from 3 to 18 feet; different lengths and sizes sorted in different piles. Also, timbers of different sizes and lengths; can be loaded on cars or wagons.

This stock is bright and thoroughly dried and has not been exposed to the weather for several years. For further information and prices address O. Quarnstrom, 1102 N Clark St., Chicago, Ill.

MILLS FOR SALE

FOR SALE—80-bbl. flour mill, water power; located in wheat belt on Saline River, Ottawa Co., Kans. Will sell cheap. J. W. Simpson, Tescott, Kans.

FOR SALE—Big dividend payer; has averaged better than 30% annually for past 18 years; 350-bbl. Illinois mill. I am selling cheap to close an estate. P. O. Box 653, Murphysboro, Ill.

FOR SALE.

80-bbl. Flour Mill. Mill run with 75 hp. gas engine installed less than 2 years ago, power costs less than two cents per bbl. New sifter installed less than four years ago. Mill has been run day and night during the last two years; has been kept in good condition. In good grain and dairy section. Have attrition mill and 9x24" feed mill for feed grinding. Private R. R. siding for five cars at one time; can sell all flour mill can make in Cleveland, Ohio, in car lots. Will sell for \$10,000 cash. For further information, address O. W. Rechsteiner, Seville, Ohio.

BOOK FOR SALE.

CLARK'S Decimal Grain Values, same as new, as was never used. Original cost \$6.00. What are we offered? W. S. Nicholson Grain Co., Board of Trade, Kansas City, Mo.

DO IT NOW

GRAIN DEALERS JOURNAL

315 So. La Salle St., Chicago, Ill.

Gentlemen:—Enclosed find One Dollar and Fifty Cents for which please send the *Grain Dealers Journal* on the 10th and 25th of each month for one year to

Name of Firm.....

Capacity of Elevator Post Office

bus. State

The GRAIN DEALERS JOURNAL.

BARTER AND EXCHANGE.

FOR SALE OR EXCHANGE—Complete line of machinery out of 40,000 bushel elevator, September delivery. We are in the market for one vertical scouring machine, 40 to 50 bus. per hour, one plan sifter for 50-bbl. mill and one oil tank large enough to hold a car load of oil. Crabbs Reynolds Taylor Co., Crawfordsville, Ind.

DO YOU want a machine or machinery? Have you a machine or machinery which you do not use or do not want? Do you enjoy having discarded machines and machinery laying around in your way, to rust out, or would you prefer to exchange it for elevator supplies you need? Use this department. Get what you want. Put your idle capital to work.

MANY STEAM BOILERS in good condition have been taken out of grain elevators during the last year, all of which could have been used advantageously for storing oil, molasses or for pressure tanks. When the landscape surrounding your elevator is cluttered with discarded machines, tell your brother grain dealers about it. They may have something to exchange which you would like to have.

SAFES FOR SALE.

FOR SALE—New and second hand safes and vault doors. Advise size. Write today for illustrated catalog showing fire and burglar proof safes; lowest prices, largest dealers. Safes repaired. Terms to suit. HOWE SCALE CO., ST. LOUIS, MO.

SCALES WANTED.

Second hand Richardson or other first-class automatic scale. Give price and condition. Address Texas, Box 8, Grain Dealers Journal, Chicago, Ill.

SCALES FOR SALE.

FOR SALE—One automatic Fairbanks scale, guaranteed in good working order. For price, write Joe Hartert, Berwick, Kansas.

FOR SALE—One Automatic Hopper scale, one straight Hopper scale, one elevator belt with cups 4"x12". Jansen Equity Exchange, Jansen, Nebr.

SECOND - HAND SCALES OF ANY make, size or price find many ready buyers if full description is given in an advertisement inserted in the "Scales For Sale" column of the Grain Dealers Journal, Chicago.

ARE YOU a quick buyer who can tell a bargain. If so, we offer you
1-100 ton 40 ft. Fairbanks with Railroad beam, price.....\$325.00
1-500 bu. refitted Howe Hopper scale 125.00

We also have some dandy bargains in refitted wagon scales. Dormant scale and office safes. Write us your wants.

HOWE SCALE COMPANY
St. Louis, Mo.

MACHINES WANTED.

WANTED—Grain Dealers who are contemplating installing new machinery to use the "Machines Wanted" columns of the Grain Dealers Journal in securing prices and estimates of machines for sale. We can save you money. More than value received.

MACHINES FOR SALE.

FOR SALE—Electric Light machinery, engines, boilers, belts, pumps, etc. For full description and prices, address C. M. Pierce, Vassar, Mich.

FOR SALE—Complete set of machinery for 14,000 bushel elevator, including cleaner, 12 h. p. engine, belting, etc. P. A. Johnston Grain Co., Coldwater, Kan.

FOR SALE—Grain separator, Howes Dustless Warehouse, capacity 500 bu. per hour; in good condition. Price \$80 depot. Union Grain & Hay Co., Cincinnati, Ohio.

ELEVATOR OPERATORS wanting good second-hand elevator machinery or supplies invariably make their want known thru the "Machinery Wanted" columns of the Grain Dealers Journal, Chicago.

FOR SALE—One 18 in. Nordyke & Marmon, one Aug. Wolf 18 in. and one 24 in. W. D. Grey's noiseless patent rolls; one monitor flour packer, new barrel and sack; one Nordyke and Marmon flour sifter and other machinery. C. E. Sheldon, Eudora, Kansas.

BARGAINS. BARGAINS.

Attrition mills, No. 8 Bowsher roller mills, Burr mills, reels, pulleys, friction clutch pulleys, heavy duty belt tighteners, sprocket wheels, boxings, etc. Let us have your wants; we may have it at a bargain as this material is for sale. A. G. Brandt Mfg. Co., Hagerstown, Ind.

1-16" B. B. Attrition Mill & Drive \$220.00
1-22" Ball Bearing Attrition Mill 210.00
1-24" Ball Bearing Attrition Mill 300.00
1-No. 5 Knickerbocker '05 Dust Col. 40.00

All f.o.b. shipping point subj. to prior sale, $\frac{1}{2}$ cash, balance your own terms. Many other bargains on Rebuilt Attrition, Roller, Burr Feed Mills, Reels, Separators, Driers, Packers, Scourers, Feeders, Mixers, Dust Col., Supplies, etc. Complete equipments scientifically arranged for modern Flour & Cereal Mills, Molasses Stock, Poultry Feed & Fertilizer Plants, Plans, Specifications and Flow Sheets. Write us now.

"Builders of Better Mills."
George J. Neth, Manager,
No. 9 South Clinton St., Chicago, Ill.

FOR SALE—MACHINERY

AT BARGAIN PRICES.

- 1—No. CC "Sonander" Automatic Scale, 3 bu. hopper, cap. 500 bu. per hr.
- 1—No. D "Sonander" Automatic Scale, 4 bu. hopper, cap. 1,000 bu. per hr.
- 2—No. 4 "Monogram" Exhausters.
- 1-9 inch "Caldwell" Trolley Spout.
- 12-8 inch Cast Iron Floor Funnels.
- 2—No. 25 "Niagara" dust collectors.
- 2—No. 26 "Niagara" dust collectors.
- 4—No. 930 "Gaunt" feeders.
- 1—No. 2 "Invincible-Sypher" magnetic Separator.
- 3—No. 5 "Monitor" Cracked corn separators.
- 1—No. 2 $\frac{1}{2}$ "Invincible" oat clipper.
- 1-9x18 "Case" Two pair high feed mill.
- 2-9x24 "Allis" Three pair high feed mills.
- 1-9x30 "Allis" Three pair high feed mill.
- 2—No. 8 "Bowsher" feed mills.
- 1—No. 1 "Willford" feed mill.
- 1—No. 0 "Willford" feed mill.
- 1,000 ft. 4 inch Steel Conveyor.
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Belting, pulleys, hangers, shafting, buckets, bolts, separators, boots, etc. Everything for flour mills, feed mills and grain elevators.

We ship to responsible parties on 30 days' time.

Write today for our complete bargain list.

Est. 1872. B. F. Gump Co. Inc. 1901.
431-437 S. Clinton St. Chicago.

MACHINES FOR SALE.

FOR SALE—Two 8'x32" Nordyke & Marmon Co.'s Hexagon reels. Condition as good as new. Union Sanitary Mfg. Co., Noblesville, Indiana.

FOR SALE—60 hp. engine, 90 hp. boilers, 50 pulleys, shafting, dump irons, dump controllers, Spencer hay baler; all in good condition. Your own price. J. R. Starr, Winamac, Indiana.

FOR SALE—One Williams No. 1 Ideal alfalfa grinder, complete with two sets of hammers; same is practically good as new; will sell for less than half price. Write or wire N. B. Waldo Feed & Milling Co., El Reno, Okla.

FOR SALE cheap, Barnard and Leas No. 95 perfected elevator separator; has had practically no use and is in perfect condition. Screens for wheat. This machine goes at bargain to close estate. M. Young & Co., Winterset, Iowa.

STEAM ENGINES—BOILERS.

BARGAIN for quick sale, Erie tubular boiler 60"x16' with good front and bridging; in good condition. Address Waterloo Milling Co., Waterloo, Ill.

FOR SALE cheap, sixteen hp. steam engine and 20 hp. boiler complete with all fixtures, piping, etc. Good condition. Farmers Grain Co., Latimer, Iowa.

ENGINES FOR SALE.

PARTIES wanting a first class 22 h.p. gasoline engine at a sacrifice, address Howe Scale Co., Chicago.

FOR SALE—One W. P. Callahan, Dayton, Ohio, 60 hp. gas engine complete; fine order. C. H. Horton Co., Painesville, Ohio.

FOR SALE—One 15 hp. Fairbanks Morse gasoline engine and one 6 hp. International gasoline engine; good condition; are installing electric motors. J. S. Klingenbergs & Son, Concordia, Mo.

ANY KIND, ANY SIZE, ANY PRICE gasoline engine which is not in use and which you wish to sell, will find many ready buyers if advertised in the "Gasoline Engines" column of the Grain Dealers Journal, Chicago. Try it.

HIGH GRADE ENGINE VALUES

You Cannot Afford to Overlook.
16hp Badger \$285. 16hp Stover \$365.
15hp Foss \$325. 20hp Fairbanks-Morse \$415. 40hp Lorraine kerosene engine \$525.
20-25hp Nash two cyl vertical gas engine \$350. 25hp Lauson kerosene \$535. 30hp Lauson gasoline \$435. 60hp Model four cyl governor controlled 7/8" bore 10" stroke \$535. Many others. Send for book of high grade engine values for stationary, portable, tractor, marine, automobile and aero-plane purposes.

BADGER MOTOR CO., MILWAUKEE, WIS.

DYNAMOS—MOTORS.

DYNAMOS AND MOTOR BUYERS are reached in largest numbers and less expense by offering them for sale in the grain trade's accepted medium for power bargains—the "Dynamics—Motors" columns of the Grain Dealers Journal, Chicago.

ADDRESS WANTED.

ANYONE knowing the present whereabouts of C. E. Balsley, formerly with Balsley Bros. of Springfield, Ohio, address Ohio, Box 7, Grain Dealers Journal, Chicago, Ill.

SEEDS FOR SALE—WANTED

HAY WANTED.

I WANT to get in touch with dealers in good hay territory to buy hay for me on commission basis. Write J. F. O'Brien, 511 Bell Block, Cincinnati, Ohio.

SCREENINGS WANTED.

Clover and Alfalfa Seed Screenings wanted. Also Low Grade Clover Seed. Send us samples which will have our prompt attention. King Seed Co., North Vernon, Ind.

SCREENINGS wanted, all kinds. P. L. Zimmerman Co., St. Louis, Mo.

FLOUR FOR SALE.

MIXED CARS of flour and meal feeds in 100 pound sacks are our specialties. We are now manufacturing a full line of corn goods, cracked corn, feed meal, corn and oats chop, Ohio Farm feed, shelled corn and standard oats, in connection with our flouring mill. Would like to send you a trial to convince you of the superiority of our products. Ansted & Burk Co., Springfield, Ohio.

CLOVER INVESTORS

Southworth's Weekly Review summarizes the week's high-lights in clover as reflected in world's leading market. Sample copy on request. Complete hedging, investment, consignment service in clover, alsike, timothy.

SOUTHWORTH & CO., Toledo, Ohio
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SEEDS FOR SALE.

FOR SALE—Cossack alfalfa. S. J. Wood, The Alfalfa Man, Pierre, S. D.

FOR SALE—4,000 bu. alfalfa seed. Farmers Alfalfa Seed Association, Pierre, S. D.

FOR SALE—Genuine Texas red rust-proof seed oats; cotton seed products. Wire for prices. Lewis, & Knight, 2714 Routh St., Dallas, Texas.

PEDIGREED GRIMM ALFALFA seed at bargain prices. Also S. D. Hardy alfalfa. Purity 99.6%. Davis Seed Co., Dept. G, St. Peter, Minn.

FOR SALE—Iowa Gold mine corn, Frank's Imp'd Reid's dent corn, Iowa King corn, gold standard leaming corn, high germination; sold on approval. T. F. Frank, Anthon, Iowa.

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J. G. PEPPARD SEED CO.
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Cleaner and exporter of finest Perennial and Italian Ryegrass seeds, Crested Dogstail seed, etc. Importer of Clover and Natural grass-seeds. Cables, "Shamrock, Belfast." A B C Code, 4th and 5th Editions.

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Field Seeds Are the Best That Grow

Twenty buying stations in the producing sections of Wisconsin and Minnesota enable us to buy the "cream of the crop." *ite for quotations and samples.*

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We want to buy Clover, Alsike, Timothy, Alfalfa, White Clover.

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LONG DISTANCE TELEPHONE GRAND 571 and 673

104-105 WEST WATER STREET

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Medium Mammoth Alsike,
White Alfalfa, Timothy, Grasses,
etc.

Mail Samples Ask for Prices

"The Live Clover House"

L. Teweles Seed Co.

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Headquarters for
Red, White and Alsike
Clover
Timothy and Alfalfa
Seed

SEED CORN FIELD PEAS

Directory Grass Seed Trade

ATCHISON, KANS.

Mangelsdorf Bros. & Co., The, wholesale seeds.

BALTIMORE, MD.

Scarlett & Co., Wm. G., whse. seed merchants.

BELFAST, IRELAND.

Lytle & Sons, Ltd., John, Per. & Ital. Ryegrasses. McClinton & Co., wholesale, export & import. McCausland, Samuel, ryegrass and dogstail.

CHICAGO, ILL.

Dickinson Co., The Albert, seeds. Illinois Seed Co., The, grass and field seeds. Johnson, J. Oliver, seed merchant.

CRAWFORDSVILLE, IND.

Crabbs Reynolds Taylor Co., grass and field seeds. Crawfordsville Seed Co., seed merchants.

EVANSVILLE, IND.

Small & Co., W. H., seeds, grain and hay.

FARIBAULT, MINN.

Farmers Seed & Nursery Co., seed merchants.

GIBSON CITY, ILL.

Noble Bros., whse., seed merchants.

INDIANAPOLIS, IND.

Indiana Seed Co., The, Seed Dealers. Southern Seed Co., field and garden seeds.

KANSAS CITY, MO.

Missouri Seed Co., who, exp. and imp. Peppard Seed Co., J. G., wholesale seeds. Rudy-Patrick Seed Co., wholesale seeds.

LAWRENCE, KANS.

Busch Seed Co., W. J., seeds and grain.

LOUISVILLE, KY.

Hardin, Hamilton & Lewman, field seeds. Lewis & Chambers, field seeds. Louisville Seed Co., clover & grasses.

MACON, GA.

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Courteen Seed Co., field seeds.

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Philadelphia Seed Co., Inc., The, whse. field sds.

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J. Goldsmith & Co., grass seeds, peas, grain.

Kaercher-Schisler, F. & G. S. Co., seed merchants.

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Crumbaugh-Kuehn Co., alsike, timothy, alfalfa. Hirsch, Henry, clover, alsike, timothy, alfalfa. The Toledo Field Seed Co., clover, timothy.

TWIN VALLEY, MINN.

Heilberg Elevator Co., wholesale seed merchants.

WE BUY AND SELL

FIELD SEEDS

Ask for prices or mail us samples for bids

STOECKER SEED CO.
PEORIA, ILL.

SEEDS FOR SALE—WANTED

SEEDS FOR SALE

SUNFLOWER SEED for sale. P. L. Zimmermann Co., St. Louis, Mo.

WISCONSIN—Timothy, red and white clover. Prices right. Pfeiffer Grain & Seed Co., Durand, Wis.

CHOICE re-cleaned dwarf black-hulled white KAFFIR SEED and dwarf red MILO MAIZE. Marshall Grain Co., Oklahoma City, Okla.

FOR SALE—Thoroughbred Kentucky Blue Grass seed, grown on Elmendorf, the model farm of the blue grass section of Kentucky. Recent test by experiment station shows germination test of 90%. For samples and prices, write Elmendorf Coal & Feed Co., Inc., Lexington, Ky.

THE SHORTAGE in all kinds grass and field seeds is such that it behoves grain dealers everywhere to assist their farmer patrons to secure all the seeds needed to plant the maximum acreage. If you need seed and do not know where to get it, write us quantity and quality wanted and we will make the facts known to all our readers free of charge next two months.

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Specialists

KANSAS GROWN ALFALFA
MISSOURI GROWN BLUE GRASS
MISSOURI SEED CO.
KANSAS CITY, MISSOURI

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FOR SALE—Superfine tested Perennial and Italian Ryegrasses, Crested Dogstail, John Lytle & Sons, Ltd., Belfast, Ireland.

FOR SALE—Timothy and alsike clover mixture; samples and prices on request. W. L. Spear & Co., Geneva, Nebr.

FOR SALE—German Millet for sale in car lots or less; correspondence solicited. D. H. Clark & Sons, Galt, Mo.

WISCONSIN grown and fire dried Golden Glow and Clark's yellow dent seed corn for sale. Burton Peck, Spring Green, Wisconsin.

PERENNIAL Rye Grass, Italian Rye Grass and Crested Dogstail. Highest grades; re-cleaned and tested. C. I. F. U. S. Ports. Samples and offers on request. McClinton & Co., Belfast, Ireland.

WE BUY AND SELL

Wheat Screenings, Cane Seed, Salvage Wheat, Kaffir Corn. Write or wire for prices.

HENRY LICHTIG & CO., Kansas City, Mo.

Crabbs Reynolds Taylor Company

Crawfordsville, Indiana

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CLOVER AND TIMOTHY SEED—GRAIN

SEEDS WANTED.

WE ARE in the market to buy Texas oats as well as No. 3 Northern White. Also mixed and white shelled corn, wheat bran shorts, meal and chops. Name lowest prices f. o. b. or delivered. Are ready to contract for new crop for deferred shipments. We pay demand drafts in full from reliable shippers. Webster Co., San Antonio, Tex. Shprvs. and Rcvrs. since 1896.

The Toledo Field Seed Co.

Clover and Timothy Seed

Consignments solicited. Send us your samples.

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FLOWER, FIELD and LAWN SEED

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Wholesale

SEED MERCHANT

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THE CRUMBAUGH - KUEHN CO.

We pay top prices for seeds. Your truck or Toledo. Send samples.

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Samples, prices and our market letter upon application. Cash and futures.

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CLOVER, GRASS AND FIELD SEEDS

NEW YORK CITY

WE OFFER

Feeding Peas, Hemp, Orchard Grass, D. E. Rope, Crimson Clover, Hairy Vetch.

Immediate Shipment

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We Buy and Sell

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Mall Samples for Bids

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OF THE EARLY SORTS WE QUOTE:

Pride of the North.....	\$1.75
Golden Glow (Wis. No. 12).....	1.75
Improved Pride of North.....	1.75
Wisconsin White Dent.....	1.75
Wisconsin No. 7 White Dent.....	1.85

MEDIUM EARLY SORTS:

Improved Leaming.....	\$1.65
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Iowa Gold Mine.....	1.65

All per bushel 56 lb. shelled f. o. b. Chicago, bags extra. Subject to market changes and stock unsold.

TESTED SEED GRAIN:

6 Row Bearded Barley.....	\$1.65
Chevalier 2 Row Barley.....	1.65
Beardless Barley.....	1.85
Spring Rye.....	2.00
Northern Hard Spring Wheat.....	3.00

Per bushel f. o. b. Chicago, bags extra. Subject to market changes and stock unsold.

PLACE YOUR ORDER NOW

THE ALBERT DICKINSON COMPANY

Seed Merchants

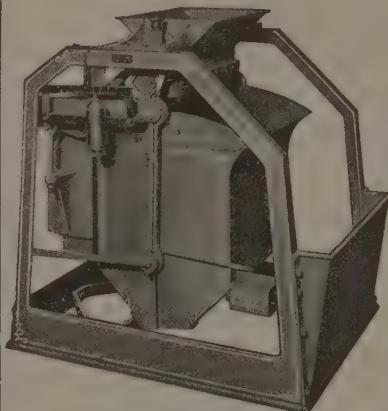
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Established 1855

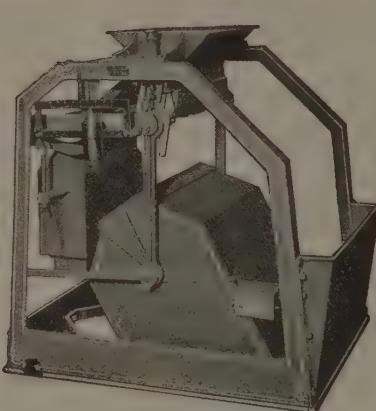
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Klingler Automatic

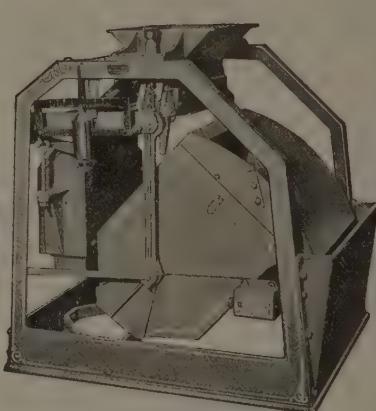
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The accuracy of the "KLINGLER" has astonished its owners.

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MINNEAPOLIS, MINN.

GRAIN DEALERS JOURNAL

[Incorporated]

Published on the

10th and 25th of Each Month at

305 S. La Salle Street, Chicago, Ill.

Charles S. Clark, Manager.

SUBSCRIPTION RATES

To United States, semi-monthly, one year, cash with order, \$1.50; two years, \$2.75; three years, \$4.00; single copy, 10 cents.

To Foreign Countries within the Postal Union, prepaid, one year, \$2.75.

A Red Wrapper on your Journal means your subscription has expired.

THE ADVERTISING

value of the Grain Dealers Journal as a medium for reaching progressive grain dealers and elevator men is unquestioned. The character and number of advertisements in its columns tell of its worth. If you would be classed with the leading firms catering to the grain trade, place your announcements in the Journal.

Advertisements of meritorious grain elevator machinery and supplies and of responsible firms who seek to serve grain dealers are solicited. We will not knowingly permit our pages to be used by irresponsible firms or for advertising a fake or a swindle.

LETTERS

On subjects of interest to those engaged in the grain trade, news items, reports on crops, grain movement, new grain firms, new grain elevators, contemplated improvements, grain receipts, shipments, and cars leaking grain in transit, are always welcome.

QUERIES

for grain trade information not found in the Journal are always welcome. Address "Asked-Answered" department. The service is free to all.

Entered at the Chicago, Ill., Post Office as Second-Class Matter Aug. 5, 1898.

CHICAGO, APRIL 25, 1917

INCENDIARY FIRES continue to reduce grain elevators to ashes, with the natural result that elevator men are demanding police protection and providing private guards wherever grain is stored.

COUNTRY ELEVATOR men who put shelled corn in their bins last fall and winter should, for the common good, tell of their experiences. What did they take out of the bins this spring, real corn or mahogany? A good drier would seem to be a profitable investment for any elevator operator contemplating the storing of new shelled corn.

"MAKE ONE CAR do the work of two" is the slogan of a campaign being conducted all along its lines by the Pennsylvania Ry. Co. Shippers of package freight, may be able to comply with the request of the railroad company and load cars to full capacity, but it will be against the interests of the grain shippers, and also against the interests of the railroad company to load cars to the roof with grain, because the grain inspector will not be able to draw a fair average sample of cars unless at least 30 inches of space be left between the top of the grain and the roof.

DO THE FARMERS of your neighborhood need field or grass seed of any variety? If so, tell us the kind, quality and quantity and we will advertise their want in your name, free of charge, during the next two months. The scarcity of seed no doubt is greatly overestimated and many odd lots of good seed can be picked up, if those in need will only let the trade know what is wanted. Write quick. Do not delay.

RECENT REPORTS of marked improvement in the condition of growing wheat brings to mind that the condition of the winter wheat crop May 1, 1916, was 82.4, which was 4.2 less than the ten-year average. Sections where large acreage of winter wheat has been abandoned will be planted to corn, oats and kafir, so that the supply of feedstuffs may be large enough to preclude the necessity of our importing Argentine corn.

IT IS GENERALLY presumed that the world's supply of grain is below normal, but it is also recognized that if the railroads had supplied all the cars needed the last winter, the elevators would have been able to receive much more grain from the farmers and the farm reserves would be much smaller than they are today. This indefinite quantity will probably never be known, but many statisticians credit the farmers with holding more than they are generally credited with possessing.

ELEVATOR MEN who leave their weight tickets, bank checks and other books open to the inspection of the public, are occasionally imposed upon by some traveling sharper. The latest sufferer is the Acme Grain Co., of North Manchester, Ind., from whose office a thief stole a weight ticket and filled it in so as to call for \$336.86. He is still at large. The more accessible the records and the forms used by the grain buyer, the more the average thief is tempted to take advantage of his opportunity.

GRAIN SHIPPERS who are now required by the carloading rules of their lines to load cars so full that inspectors cannot get into the car to draw a fair average sample of the car's contents, will be much interested in the proposed changes in the rules and regulations of the Dept. of Agri., which controls the inspectors in all sections of the country. It does not seem fair to ask or expect an inspector to pass upon the quality of the car's contents unless he has an average sample of the grain before him. If the shippers would join with the inspectors, they could easily induce the railroads to amend their rules so as to accept cars loaded to within three feet of their roofs as loaded to full physical capacity, and hence entitled to the carload rate of freight. Guess work in inspecting grain will only cause trouble and unnecessarily increase the cost of handling shipments in the terminal markets.

CONSUMERS of foodstuffs seem to have become so panic stricken by the famine predictions of the thoughtless reporters, that they have bought large quantities of grain products, altho we will soon have a new crop to draw on. In their eagerness to store up a year's supply they have unnecessarily boosted the prices on the normal buyer, and inasmuch as they have indifferent facilities for caring for grain products, much of their purchases will no doubt be sacrificed to the pestiferous grain weevil and flour moth.

THE EQUIPMENT of your elevator with fast handling, conveniently arranged machinery will prove very advantageous should the enlistment of men deprive you of your usual supply of manual labor. Mechanical equipment may be yours to command, but help may not be obtainable at any price. An elevator operator who recently installed a carloader writes: "We are unable to hire human labor here now and mechanical loading is much better anyway." He might also have added that mechanical loaders are much less expensive.

THE ATTEMPT of the vice-president of the Pennsylvania railroad to place the blame for much of the congestion and delay in moving freight upon grain exporters is clearly exposed in "Letters" this number. Misrepresentation often results in the truth being made public. The records of grain movement to Baltimore would seem to indicate that the Pennsylvania railroad had deferred the rebuilding of its burned working elevator with a full knowledge of the greater profits to be derived from the transportation of munitions. Grain shippers patronizing the Pennsylvania shud demand the immediate provision of the terminal facilities necessary to the prompt handling of the grain business.

CORPORATIONS AND partnerships seem to be attracting the attention of all tax law experts these days, and if half the fool laws proposed are enacted, the country will soon be without either corporations or partnerships, unless they are able to pass the excise taxes on to the consumers, and at the same time compete with the individuals in their lines of business. The Illinois legislature is now considering a number of bills assessing capital stock and insurance premiums. The misguided law-makers seem to feel that the corporations and partnerships can be taxed without any large number of their constituents feeling the burden, and even before they are able to raise taxes by this means they draft bills for its wasteful distribution. The burdens of government should be distributed equally, if possible, over all property, so that all voters will have an active interest in the selection of law-makers who will appropriate money wisely.

The GRAIN DEALERS JOURNAL.

CANADA has removed the duty on wheat and wheat products imported from the United States, and this action automatically admits Canadian wheat and wheat products into the U. S. free of duty. This action will permit the shipment of Canadian wheat into the U. S., or vice versa, to the great advantage of all millers and dealers who are now allied in the common work of feeding Great Britain and her allies. The removal of this tariff barrier is a recognition of our common cause and the common purpose for which we must use all the grain obtainable.

A NEBRASKA grain man writes that "some farmers are refusing to deliver corn sold at \$1 because they can get more money at other stations." If the buyers are in a position to prove their contract, they should insist upon having the grain purchased, but they cannot afford to overlook the fact that the laws of most states provide that verbal contracts for any amount in excess of \$100 or \$200 have no standing in court, and hence cannot be enforced. The only safe way to contract for the farmer's grain is to place contract in writing, or give the seller a check, upon which is written "Part payment for 5,000 bus. of No. 2 wheat at \$1, to be delivered within 3 months." When Mr. Farmer endorses the check he also agrees to what is written on the face of the check, and it will prove binding evidence in any court. However, the written contract, which specifies all the essential particulars regarding the purchase and sale, is more satisfactory, and it brings better results, as the farmer's copy of the contract continually warns him against its violation.

GRAIN SHIPPERS who are in the habit of loading their cars so full that samplers cannot draw a fair average sample of car's contents when it arrives in the terminal market, will be much interested in the proposed changes in the inspection regulations of the Department of Agriculture, which are published elsewhere in this number, page 659. Delayed inspection on grain of good quality does not cause the shipper much loss, but it often prolongs the period for which he must guarantee the grade of his grain. Any deterioration in its quality previous to the final inspection is the shipper's loss. Many shipments of grain made during recent years have deteriorated materially between the inspection tracks and the unloading elevator in congested terminals, hence it will always be much safer and more profitable for the shipper to avoid loading cars so full that inspectors cannot draw the proper sample of its contents. Shippers having any objection to the proposed changes in the rules should immediately take up the matter with the Office of Markets, Dept. of Agri., Washington, D. C.

Closing the Lighthouses.

Each new day of these exciting times brings forward many new proposals from wild theorists, who in utter disregard of their business knowledge or experience have perfect confidence in their ability to solve every problem.

One of the most ridiculous proposals persisted in is that the grain exchanges be closed. Nothing is said as to forbidding the traders dealing in grain at the elevator, on the sidewalk or wherever they may meet, but the grain exchange, which collects reliable information regarding all phases of supply and demand and distributes this information to the public throughout the world, without cost, is to be closed. The agitators also overlook the fact that the grain exchanges are mere trading places, where all trades must be recorded and this information also distributed to the public, so that buyers and sellers everywhere throughout the world may have a guiding star to help them form some reliable estimate of the market value of the grain at their port.

The manufacturers of the land, who consume large quantities of grain, as well as the country elevator men who will be called upon to handle the farmers' crops, will be all at sea without the daily markets to guide them in their purchases and sales. There has been no suggestion that the cash handler and the manufacturer be forced to suspend business until after the war, but these fanatical theorists wish to deprive these business men of their guiding stars.

If the grain exchanges are of service to the producer, the handler, the manufacturer and the consumer in normal times, the information they collect and the markets they post in stirring times like the present are of even greater value to all who would know the market value of the various grains. With the markets closed and the dissemination of market information discontinued, the trade will be forced into the hands of unprincipled peddlers and the prices paid on the same day and in the same town will vary more widely than the most distant sections of the country do now. The exchanges make for steady markets and enable the buyers and sellers the world over to gain a fair idea of the value of the different grains.

It is barely possible that some millers might find it to their advantage to have the exchanges closed, as then they could buy wheat in disregard of what is being paid in other sections of the country and by other millers, but if the exchanges are closed, all manufacturers of grain products and dealers in grain will be compelled to work on a much wider margin than at present. If they did not hedge against their purchases and sales the rapid vacillations of the market would frequently wipe out all their profits, as well as some of their capital. No experienced dealer would care to lay in a large stock of high priced grain, without

being able to insure himself against a quick decline.

In Great Britain, according to the *Corn Trade News* of March 20th, "the supplies available for millers use are severely restricted by government regulation. Prices meanwhile are held firmly at a high level, a rise of nearly 30 shillings per quarter since the Wheat Commission was called into existence last October, to check the exploitation of the public by corn merchants and others, and to conserve the supply of foodstuffs in the United Kingdom. This persistent rise in the price of Wheat in this country affords a good instance of the powerlessness of a Government Department in combating natural economic laws. No one in his senses would think of accusing the Royal Wheat Commission of the intention of exploiting the public in the matter of its food supply, but the fact remains that since the Commission came into existence the position of the consumer in this country has greatly worsened in every respect."

Uniform Trade Rules.

Sixteen years ago, at the Des Moines Convention of the National Ass'n, a move was inaugurated in the interests of national trade rules. Thru the intervening years, a number of excellent rules have been evolved, which are considered fair and equitable, and altho some of the state and local associations have not seen fit to adopt the National's trade rules, these rules are considered an authority by a great many members of the trade, and are accepted as a guide by arbiters in trade disputes between men in different sections of the country.

The grain exchanges, having failed to comply with the request of the National Association for uniform trade rules, the Association's Advisory Committee has drafted twelve rules, which it has recommended to the Trade Rules Committee, and after these tentative rules have been discussed and passed upon by the different affiliated associations of the National, as well as by the National, they will be referred to the Council of Grain Exchanges.

As was pointed out by Mr. Sturtevant at the Iowa meeting, it is next to impossible for any country shipper to keep posted on all the rules of the different exchanges, hence the adoption of uniform rules would not only encourage and facilitate trade, but would prevent many misunderstandings and bitter disputes. The discussion before the Iowa meeting and the addresses presented [see report on page 647] merit careful reading by every dealer who is actually interested in improved trade conditions. The receivers of no market are anxious to baffle and bewilder shippers by a multiplicity of contradictory rules, but it is not likely that they will seriously consider any action until the shippers are a unit as to what is wanted.

Everyone will agree that uniform rules, in the abstract, are a good thing, but when it comes to adopting twelve explicit rules bearing on the cash trade, the proposal will call for long discussion and careful consideration. The sooner the shippers are a unit on some clear cut proposition along the lines of uniformity, the sooner will the trade be blessed with rules which at least approach uniformity. It does not seem necessary for the trade to struggle along with so many confusing rules, when equitable results can be obtained thru the adoption of uniform rules which will convey the same meaning to all.

The Car Shortage.

According to the reports of the American Railway Ass'n, the car shortage on Apr. 1st was 143,059 cars, which is the greatest in the history of the country. Reports from grain elevator men in different sections are to the effect that their elevators are still filled with grain and they are still unable to obtain sufficient empties to enable them to receive grain which the farmers desire to market.

A conference of grain dealers and delegates from different grain organizations was held in Chicago last week, under the auspices of the Grain Dealers National Ass'n and another will be held in Washington May 1, in the hope of devising some means of impressing the proper authorities with the seriousness of the car situation in its bearing on the grain business.

Everyone is anxious to assist in the production of large quantities of grain this year, yet the grain dealers recognize that if a large crop were produced, they would be utterly helpless and unable to handle it, unless the railroads were compelled to provide the needed cars. So many cars have been used for warehouse purposes, or needlessly delayed on foreign lines, that the transporting capacity of the railroads has been greatly reduced. Shippers everywhere who are interested in bringing about greater efficiency in our transporting facilities, should respond to the call of the National Ass'n, go to Washington May 1st and impress the different agencies, which have been asked to join the conference, with the necessity of prompt reforms being made in railroad methods, else the car shortage will be greater than ever as soon as the new crop begins to move.

Had the grain markets declined as persistently as they advanced during the last winter, half the men engaged in the grain business at the beginning of the season would today be broke. Shippers who find it utterly impossible to go to Washington should promptly wire and write the Interstate Commerce Commission, The Council of National Defense and Pres. E. C. Eikenberry of the National Ass'n, C/o Willard Hotel, Washington.

If the influence of the entire trade can be brought to bear at the May 1st meeting, reforms will no doubt be effected which will greatly facilitate the movement of all kinds of freight and assist in preventing the prolonged delays suffered by grain dealers everywhere during the past winter.

Two suggestions presented at the Chicago meeting, which no doubt would greatly increase the efficiency of railroad equipment, were seriously considered. One calls for the pooling of all freight car equipment, so that every car would always be at home, and long trips without a load would be a thing of the past. Transferring freight at terminal points would also be at an end, for a box car once loaded would go thru to destination.

Another practical suggestion was that the railroads should provide an empty car tariff, which should bring some compensation to the line hauling empties to the owning line. It is pointed out that some roads now pay 3c a mile and 75c per diem for the privilege of hauling empty cars back home. This is not very

profitable when eastern lines can earn high freight rates transporting war munitions.

Maximum and Minimum Prices.

Interference with the natural laws of supply and demand whenever and wherever attempted has invariably been followed by a harmful reaction. In normal times the reaction is much more disturbing and paralyzing to legitimate production and consumption than the end sought to be gained would warrant, the net result being a loss of efficiency. This deplorable loss is one of the burdens that war imposes when economic efficiency is subordinated to the single purpose of military success.

A prime factor in military success is an ample supply of that best of all food-stuffs, wheat. On the farm, wheat takes its chance in the choice of crops to be grown, and with rising costs of production the farm manager is likely to limit his production of wheat and corn in the belief that the present high prices are likely to be followed by a severe decline in the event of the war ending before he has completed the harvest. With a guarantee of a minimum price for the corn crop and spring wheat crop of 1917, and possibly for the winter wheat crop of 1918, the farmer would confidently sow and plant the maximum acreage permitted by his land, tools and labor available.

The United States and Canada together have always been surplus producing countries and will continue to produce a surplus so long as armies do not overrun our soil. The surplus is of more interest to the European Allies of Great Britain than to our own people. Never before has the big surplus of India, Australia and New Zealand gone begging while America's bins were swept clean. This anomalous condition is due solely to the ship shortage. So much grain can be obtained quickly by shuttle-like trips between New York and Liverpool that getting wheat from the far distant antipodes is given up as hopeless.

We should first consult the English alliance to ascertain what quantities of wheat, corn and oats will be required and what price they are willing to pay. If the amount required is sufficiently large the United States then could establish a guaranteed minimum price that would insure the American farmer growing a big surplus for shipment to the nations at war with Germany. If it were simply a question of supplying our domestic needs no guaranteed minimum price would be necessary, as we are a surplus producing country.

A wide range of opinion will be found on the basis of minimum price, but the controlling factors should be the intrinsic value of wheat for the nutriment it contains, compared with other foodstuffs, and the cost of producing the grain. In normal times wheat has sold from 50 cents to \$1 per bushel, almost never reaching the price based on its intrinsic value, which in normal times, compared with other foods, has always been above \$2 per bushel. It has ruled below \$2 per bushel because the great majority of farmers could grow it and sell it at a profit at 75 cents to \$1 per bushel. Considering the advances in other staples the intrinsic value of wheat at the present time is more than \$3 per bushel and the European nations fortified financially by

a big loan from the United States could afford to pay that price. Assuming that the cost of production of the coming spring wheat crop is \$1.50, the farmer should be promised a bonus of, say, 25 cents, so that the minimum guaranteed price could fairly be made \$1.75 per bushel. A price of \$2 would be more stimulating.

The establishment of a maximum price, on the other hand, would serve no useful purpose. If the maximum were low enough the farmers would quit growing the unprofitable cereal and the consumer would starve. If the farmer can be persuaded to grow a big surplus the maximum price will take care of itself. Supply and demand have always proved the most satisfactory price makers and always will be.

Coming Conventions.

May 4.—Council of Grain Exchanges at Washington, D. C.

May 11, 12—Illinois Grain Dealers Ass'n at Springfield, Ill.

May 22, 23.—Oklahoma Grain Dealers and Millers Ass'n at Oklahoma City, Okla.

May 29, 31.—Kansas Grain Dealers Ass'n at Kansas City, Mo.

June 19, 21.—American Seed Trade Ass'n at Detroit, Mich.

July —.—The Northwestern Grain Dealers Ass'n second week in July in the Yellowstone National Park.

July 24, 26.—National Hay Ass'n at Chicago, Ill.

Sept. 24, 26.—Grain Dealers National Ass'n at Buffalo, N. Y.

Leaking in Transit

Grain dealers can help brother sufferers in the collection of claims for loss by reporting to Grain Dealers Journal, for free publication, car initials, number, place, date and condition of car seen leaking grain in transit.

Recently we have received reports of the following leaking or bad order cars:

C. M. & St. P. 86074 in yards at Avilla, Ind., Apr. 23, was leaking wheat badly. Same was repaired by G. R. & I. car inspector.—L. A. Bly, mgr. Stiefel & Levy.

U. P. 85789 passed thru Anan sta. (Glenvil p. o.), Neb., Apr. 23, leaking wheat at doorpost.—Farmers Grain, Coal & L. S. Ass'n.

.....107821 while standing on railroad siding at Galva, Ill., Apr. 22, was leaking yellow shelled corn.—Dewitt De Forest, mgr. Hefebower & Peterson.

C. B. & Q. 95511, leaking grain, was set out on side track at Douglas, Ill., Apr. 20, for repairs. Both end posts at one end out of place. Billed from Victoria, Ill., to C. G. McFadden at Peoria.—Harley Woolsey.

M. R. & B. 2130 passed thru Spencer, Ia., Apr. 17, leaking oats at door. Car was eastbound on C. M. & St. P.—L. W. Emery, representing Lowell Hoit & Co.

Wabash 63557 passed thru Clarence, Ill., Apr. 16, eastbound, on L. E. & W., leaking wheat badly at side of car.—Frederick Grain Co.

K. C. M. & O. 3288 was set out on siding at Conover, O., on Apr. 12. It had been leaking for miles before arriving here, and all of the oats at one end that could do so had run out.—O. W. Baker, mgr. Conover Grain Co.

Asked— Answered

[Readers who fail to find information desired on any subject of interest to grain dealers should send us their query for free publication here. The experience of your brother dealers is worth consulting. Replies to queries are solicited.]

The Scandinavian Elevator Co.

Grain Dealers Journal: What has become of Scandinavian Elevator Co., which was incorporated at Minneapolis in 1888 for \$2,000,000? Did it ever do any good for producers? Who got the money?—H. M. Altus.

Can You Beat It?

April 21st, 1917.

Grain Dealers Journal:—April 19th we shipped from our elevator V. L. 8241 containing 110,000 lbs. 3 Red winter wheat, for which we received \$4,701.00. The grain was sold f. o. b. Milwaukee and we believe this to be close to the record price for an individual car of wheat. Very truly, Donahue-Stratton Co., H. H. Hicks, Milwaukee, Wis.

Price for Electric Current?

Grain Dealers Journal: I would like to know what is the customary charge for electric current supplied to country elevators. I understand that grain dealers in the Southwest are paying as high as 12 cts. per Kw. I recently learned of an Iowa elevator which is paying 4 cts. per Kw. with a monthly minimum of \$25. Any light on what is a reasonable charge will be greatly appreciated by a Steam User.

Is a Dump Scale Preferable?

Grain Dealers Journal: I would like very much to know if a dump scale has any advantages over having the dump in the elevator and the scale at the office some distance away? As I understand it, North Dakota elevators invariably have a dump scale in the elevator, so that both gross and tare weight can be obtained while the wagon is on the platform. It would seem that this would give the grain dealer an opportunity to avoid buying any extra weight which the farmer might remove between the time of obtaining the gross and the tare weights, when the office is at a distance from the dump.

What is the average number of loads which can be received over a dump scale in ten hours?

How many more loads can be received in the same amount of time where one man weighs the load at the office and another dumps it at the elevator?

Is the receiving capacity of the elevator, with the scale at the office and the dump in the elevator, sufficiently greater than that obtainable over a dump scale to justify the employment of a weigher and a dumper, even tho the two be employed only during very busy times?

Does the jarring of the scale by the tilting of the dump logs, or the settling of the elevator, due to the switching of its

load, ever destroy or interfere with the accuracy of the dump scale?

Is the use of a dump scale accompanied with more danger to horses or men than a dump?

Will a wagon scale, placed out in the open, where wind, rain, snow and sleet can beat onto the load when it is being weighed, give as dependable results as over a dump scale inside the elevator? Any light on this subject will be greatly appreciated by a prospective improver.—G. L. Hurd.

How Many Cubic Feet in a Bushel of Corn?

Grain Dealers Journal: It is necessary for the writer to know how many cubic feet of shelled corn in a bushel of 56 lbs. of corn. We want the information to estimate the amount in a carload of certain inside dimensions.—M. G. Ewer, Detroit, Mich.

Ans.: Theoretically a bushel is 2,150.42 cu. inches and a cubic foot is 1,728 cu. ins. As a matter of practical fact, however, corn varies in test weight per bushel so that you can not get so much of a bushel of light weight corn into a cubic foot. A bushel of 56-lb. corn contains 2,000 cu. inches; and a bushel of 53-lb. corn contains 2,150 cu. ins., while a bushel of 50-lb. corn contains 2,300 cu. inches. A bushel testing 56 lbs. contains 1,157 cu. ft. The book, "Miller's Scales," devotes 60 pages to measuring grain in carloads covering all grains and all different test weights as a practical substitute for weighing.

Does Loan of Sacks Bind Oral Contract?

Grain Dealers Journal: One of our clients, a reader of the Journal, advises us that a similar case in which he is now involved was published recently in the Journal, and we would like to learn when this appeared.

The question is whether furnishing bags to a farmer validates a verbal contract. This has been passed upon in Indiana.—Espinosa & Co., Mount Vernon, Ind.

Ans.: Such case has not recently been published in the Journal, but the law is plain, there having been two decisions of the Indiana courts on this very point. In one case furnishing bags was held not to validate the contract. In the other case, furnishing sacks was held to validate the contract. The parties in both cases were the same, Chas. Weir and Theodore Hudnut, but the two cases were two years apart.

In the first case the court held: A contract for the purchase of a certain number of bushels of corn at a certain price, payable on delivery, the purchaser, as a part of the consideration, to furnish bags into which to put the corn when shelled, which he does to the value of \$100, is within the statute of frauds. The delivery of the bags is neither earnest nor part payment.—Hudnut v. Weir, 100 Ind 501.

In the second case the court held: The thing delivered in part payment must be of some value, but if of any value at all, it will be sufficient to bind the bargain. The value of the use of the sacks was \$25 and the purchase price to that extent was paid by furnishing the sacks. Of course, the thing must be given in part payment of the purchase money agreed upon, or it will be unavailing; but, here, as we have said, the property furnished by the buyer is conceded to have been in part payment of the agreed price of the corn.—Weir v. Hudnut, Supreme Court of Indiana, 18 N. E. Rep. 24.

In the last case the Indiana Supreme Court on Sept. 27, 1888, reversed the decision of the circuit court of Posey County and gave judgment to Weir for \$1,000 damages on account of Hudnut's refusal to accept corn Weir had delivered on the bank of the Wabash River in sacks furnished by Hudnut.

Validity of the contract was sustained in the latter case solely because Weir in his complaint averred that the use of the bags was of an actual cash value of \$25.

Legitimacy of Future Transactions Recognized

Farmers are relatively so much more numerous than the dealers in grain that their political power is often paramount. For this reason it is fortunate that farmers in recent years have been taking more interest in the sale of cash grain and cotton on the Boards of Trade in connection with operation of farmers elevators and cotton warehouses, gaining an actual experience that conclusively demonstrates to them that future delivery sales are an indispensable means of handling these commodities at the minimum of risk to the merchant.

An evidence of the benefit to the legitimate grain trade accruing from this broadened knowledge on the part of the farmer is their support thru the Oklahoma Farmers Union of the cotton and grain futures bill which has recently been signed by the Governor of Oklahoma. This bill provides for the organization of cotton and grain exchanges and repeals the law of 1910 against sales for future delivery.

Sec. 3 provides that the broker making advances to any party trading in futures on a Board of Trade may recover by suit.

Sec. 5 prohibits the operation of bucket shops.

Sec. 9 provides that only members of exchanges may receive quotations and market news.

Sec. 6 provides for the sending of confirmations of trades to customers.

Sec. 7 imposes a fine of not to exceed \$1,000 upon the operators of bucket shops.

A similar bill has recently been enacted in Alabama.

Suit for Cancellation of Contract.

The A. J. Brunswig Grain Co., of St. Joseph, Mo., is defendant in a suit for \$1,515.63 damages brot Apr. 18 by Fribourg Bros., of Antwerp and London, for failure to ship 16,000 bus. of wheat on a contract made July 7, 1914. Plaintiff alleges the advance in price in Antwerp during September and October, 1914, made a loss of more than \$1,500 in profits.

Defendant notified plaintiffs in August that it had canceled the contract on account of the war; but plaintiffs contend that there was no blockade or prohibition at that time against shipments of grain to Antwerp.

The contract provided that, in the event any dispute arose between the buyer and seller, it should be referred to the London Corn Trade Ass'n for arbitration. After defendant refused to ship the wheat, Fribourg Bros. called upon the London Corn Trade Ass'n to arbitrate. The London organization notified the A. J. Brunswig Grain Co. that the dispute was set for hearing May 5, 1915, but the company declined to recognize the mediators. The arbitrators awarded Fribourg Bros. as damages the sum of £312, 10 shillings, or \$1,515.63. The suit against the A. J. Brunswig Grain Co. is in two counts. In one count it is alleged that the St. Joseph firm is bound by the arbitration and must pay the award of the London Corn Trade Ass'n. In the other count it is contended that the local company had no valid excuse for refusing to ship the wheat, and that it must pay the loss of profits suffered by Fribourg Bros., regardless of the London award.

Big Mass Meeting of Grain Trade at Washington May 1.

A joint meeting of delegates of grain and allied interests with the car service commission, council of national defense and the Interstate Commerce Commission has just been called by the Grain Dealers National Ass'n to assemble at the New Willard Hotel, Washington, D. C., at 10 o'clock a. m., Tuesday, May 1.

The purpose is to carry out the recommendations of the conference at the La Salle Hotel, Chicago, Apr. 16, under a resolution offered by Chas. D. Jones and unanimously adopted, to make a strong representation to the sec'y of agriculture, sec'y of trade and commerce, council of national defense, American Railway Ass'n and Interstate Commerce Commission that the need of the grain trade for cars to move the crop is urgent and that the congested grain elevators of the west should have immediate relief as a matter of military preparedness.

Welcome at this mass meeting will be every organization identified in any way with the grain trade, including the National Hay Ass'n, Council of Grain Exchanges, Grain Exchanges and Boards of Trade of the terminal markets, national and state organizations of farmers elevator companies, state grain dealers ass'n's and allied organizations, in fact every organization that is interested in getting cars for grain shipments.

Cars are so urgently needed by the grain trade that many dealers can afford

several times over to take the time to swell the Washington delegation to an impressive number.

Increase Margins on Chicago Board of Trade.

The marginal price of July wheat was fixed at \$1.85 per bu. and September wheat at \$1.65 per bu. by the board of directors of the Chicago Board of Trade at a meeting April 21.

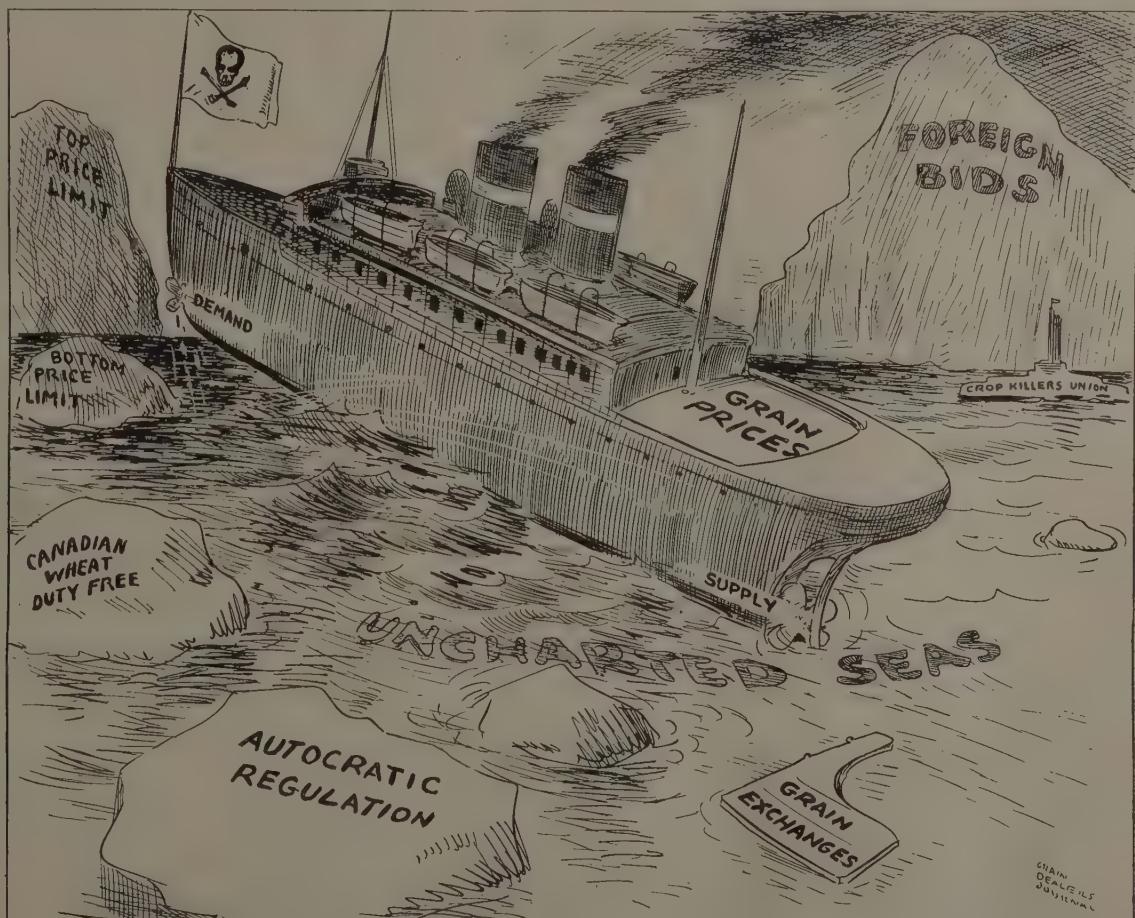
An official statement was issued by Pres. Joseph P. Griffin as follows: The action of the board must not be construed as a determination of the intrinsic value of wheat for the deliveries mentioned; on the contrary it is merely a method provided by the rules of the board to protect members having open contracts against the unusual fluctuations due to war, crop conditions, political developments, or inadequate transportation facilities.

The real meaning of this action is this: Suppose that the price of July wheat was \$2 per bushel. Under the present rules of the board, the brokers are permitted to call 10 per cent, which in this case would be 20 cents per bu. Under the fixed price they would be permitted to call in addition the difference between \$2 and \$1.85, or 15 cents. The sum of the two, 35c, would equal \$1750 on a 5,000 bu. lot, and it is figured that this will prohibit the speculation of all except the regular grain men.

Tender of B/L on Contract Not Necessary.

The Supreme Court of Kansas on Mar. 16 denied a rehearing of the suit by the Kemper Grain Co. against the Farmers Grain & Elevator Co., of Cunningham, Kan., but modified the judgment of the district court of Kingman County by giving defendant judgment for \$167.68.

On a contract for 5,000 bus. wheat defendant shipped two cars, but when ready to ship the remaining two cars plaintiff refused to receive them, and defendant did not load or bill them out. Under the rules of the Wichita Board of Trade governing this contract it is provided that to make a valid tender a B/L must be proffered; but the court held that the law does not require an unavailing thing and therefore, if the defendant notified the plaintiff that it had the wheat and wanted to deliver it and was told that plaintiff would turn its drafts down and refuse to accept the wheat, and the defendant was able and willing to furnish it, a formal tender by B/L was not required. This was in accord with the well-settled doctrine that a tender of demand, otherwise indispensable, is no longer required when its futility is shown. Chinn v. Bretches, 42 Kan. 316, 23 Pac. 426; Golden v. Claudel, 85 Kan. 465, 469, 118 Pac. 77; Sherwin v. Baxter, 86 Kan. 730, 121 Pac. 1128; Smethers v. Lindsay, 89 Kan. 338, 340, 131 Pac. 563; Drollinger v. Carson, 97 Kan. 502, 155 Pac. 923.—163. Pac. Rep. 450.



If the Government Removes the Rudder How Will the Force of the Twin Screws be Directed?

Letters

[Here is the grain dealers' forum for the discussion of grain trade problems, practices and needed reforms. When you have anything to say of interest to members of the grain trade, send it to the Journal for publication. It may draw out the views of others.]

Better Equipment and More Care Needed.

Grain Dealers Journal: Undoubtedly this season will see an exceptionally large demand for grain cleaning, handling and testing apparatus. The high price of grain will make it of greater importance than ever that the Manager should have his plant in the finest of condition when the new crop begins to move.

Leaky spouts, slack methods and guess work will surely mean disaster to one under present conditions. Labor is likely to be scarce and the elevator man should have the latest and best mechanical equipment obtainable and adopt the most efficient methods to facilitate the handling of the coming crop.

The new Federal wheat grades will require great care and selection to get the most out of the farmers' grain. Mixed grain will pay a heavy penalty. According to the new rules, wheat with more than six percent of other grain cannot even be classified as wheat. The old wheat and rye mixture we have too often seen will find itself "in bad" to say the least. Moisture percentage plays a large part in the new Federal rules and elevators are fast equipping their plants with moisture testers.

Manufacturers are urging their customers to place their orders early as freights move very slow these days and materials are hard to obtain. Yours truly, De Roo & Son, Inc., per C. B. DeRoo, Flint, Mich.

The Home Route Rule for Box Cars Boosting Prices.

Grain Dealers Journal: In the international condition in this country at present and the natural desire to withhold prices on foodstuffs and materials from going sky high, the President, Senate, Representatives, and the Interstate Commerce Commission have undoubtedly overlooked the fact that the Home Route Rule of Railroad Equipment imposed by the Interstate Commerce Commission is having a most serious effect on advancing prices on all commodities. We know this to be an absolute certainty on hay. Michigan is loaded with hay, we have hundreds of cars bought, we have a liberal portion of these cars sold, booked for shipment as far back as thirty to forty days ago, and as yet we are unable to make shipment. Other shippers are in the same ridiculous position.

The railroads cannot furnish cars with reasonable dispatch, hence for the past two weeks spot cars or cars that are loaded today and you can offer for immediate shipment, you can command a premium of one to five dollars per car. This is an unfair, unjust condition. Grain and grain products have advanced very materially on account of the same conditions. If it is the desire of the powers that be to withhold present living conditions, we most respectfully ask that you take up with the Interstate Commerce

Commission and have them waive this Home Route Rule on our Michigan roads immediately, so that any available box car, regardless of initials, will travel north, south, east or west, as the shipper may request. By working out this problem, you will do a wonderful good for the shippers, consumers and the railroads.

Yours truly, Smith-Connor Hay & Grain Co., Saginaw, Mich.

Builders Experience Trouble in Getting Labor.

Grain Dealers Journal: I have read with interest articles covering the high cost of living—"the cost of high living," and the conservation of food. I note, however, there is little said in regard to the ways and means to remedy this trouble. Last year we were 90% short of labor we needed. What will it be this year? How is the grain and food situation going to be increased with the shortage of labor now existing, and with most of the floating labor enlisting? With diligent searching we can perhaps locate men to help build elevators at different points, and the farmers will grab them by offering the price we pay, and board in addition.

We are contracting to build grain storage in six states. This is one of the largest food conservation factors in the work—GRAIN. We can in time get materials loaded. If the railroad companies will furnish cars, the manufacturers will load the cars, if they can procure the men, then the transportation companies will deliver some time.

We are expected to erect these storage houses in time to receive and store the grain. This requires men, large numbers of them, and they are not to be found. Is not the handling of grain, the conserving of it after it is ready for market, just as much a factor in this conservation campaign as raising it? It can't be done with the scarcity of labor. We expect the government to handle the railroads, and the grain and grain foods are the most important commodity the roads will handle. If the facilities for handling this are insufficient, there will be a shortage in supply. This is a mighty serious problem. How can it be met?—Yours truly, J. F. Younglove, Sioux City, Io.

The Pennsylvania's Weak Attempt to Blame Grain Exporters for Delay.

Grain Dealers Journal: In an address before the Chicago Association of Commerce, Mr. A. M. Schoyer, Vice-President, Pennsylvania Lines, recently alluded to some Baltimore barley as being of grievous trouble to the elevators. His charge was unjust and erroneous. As this is not the case, and for the reason that we owned the barley and have for the last two years been called on to endure a number of avoidable hardships, it appears but fair that some facts in connection with the barley should be set forth.

The permit system itself is an unwarranted abridgment of the rights of shippers, discriminatory in practice, preferential in treatment and totally without defense.

This has been asserted and the Baltimore Chamber of Commerce filed formal complaint with the Interstate Commerce Commission setting forth that in its opinion the duty devolving upon carriers is to transport property and not pick and choose among people and places, nor interfere with commercial conditions

by the adoption of anything so full of discrimination as the permit system inevitably embraces. The complaint has been heard, briefed and argued. Opinion of the commission in this—I. C. C. Docket 8884—is awaited with interest.

Now as to the barley, there was round lot of about 500,000 bus. shipped from Minneapolis and Chicago in October and November, 1916, for shipment from Seaboard first half of December.

The railroad movement was so slow that the grain was not in Baltimore in time for the ship that had been selected to take the cargo. Some November cars are still out.

As soon as possible, another vessel was engaged to take the barley, but this was torpedoed, necessitating new conditions including movement by partial lots instead of a cargo lot as originally planned.

The official Chamber of Commerce stock report shows the total number of bushels of barley in the elevators in question to have been as follows:

	Bus.
Nov. 27, 1916	111,601
Dec. 11, 1916	133,943
Dec. 26, 1916	165,104
Jan. 8, 1917	251,652
Jan. 15, 1917	330,935
Jan. 29, 1917	500,671
Feb. 13, 1917	483,912
Mar. 12, 1917	417,563

These figures embrace all barley for all owners, including the barley in question.

Mr. Schoyer's remarks implied that the exporter was at fault in not promptly moving the barley, but there was nothing said as to the fault of the railroads in not bringing the barley forward within reasonable limit of six weeks, to say nothing of continued detention to ten cars for five months.

The elevators in question have a capacity of 2,500,000 bus. of grain.

The official record of stocks of all grain in them is as follows:

	Bus.
Dec. 13, 1916	1,702,146
Dec. 19, 1916	2,042,560
Dec. 26, 1916	1,952,097
Jan. 4, 1917	1,755,524
Jan. 9, 1917	1,484,935
Jan. 13, 1917	1,498,997
Jan. 24, 1917	1,559,427
Jan. 29, 1917	1,509,250
Feb. 5, 1917	1,552,445
Feb. 10, 1917	1,603,157
Feb. 23, 1917	1,653,457
Mar. 1, 1917	1,567,718
Mar. 8, 1917	1,522,006
Mar. 13, 1917	1,590,107
Mar. 26, 1917	1,781,638
Apr. 2, 1917	1,783,540

Had the elevators in question been kept at a minimum load of 2,000,000 bus. with no less than 1,000 cars on track and in transit, then the road in whose behalf Mr. Schoyer spoke, might have had some cause to complain, provided it had not been involved in the original detention to the barley, but our efforts to have that much grain carried and at least a thousand cars of grain kept on track and running have been fruitless.

The following tabulation of cars on track of that company illustrate this: It had 1517 cars at Baltimore and on its line Dec. 1st, 1916. Less than two cars per mile between Chicago and Baltimore.

Dec. 18th, this number had increased to 2401.

Dec. 29, 1916, it was	2,095
Jan. 3, 1917	1,834
Jan. 10, 1917	1,548
Jan. 17, 1917	620
Jan. 20, 1917	386
Jan. 26, 1917	486
Feb. 1, 1917	603
Feb. 9, 1917	642
Feb. 15, 1917	504
Feb. 21, 1917	582
Feb. 28, 1917	543
Mar. 7, 1917	593
Mar. 16, 1917	550
Mar. 22, 1917	395
Mar. 28, 1917	337
Apr. 3, 1917	271

You will see from this that an important export facility was not used to maximum capacity through a very trying period, nor has there been an accumulation of loaded cars of grain on the rails of the Penn company sufficient to create a congestion, while there has been a lack of grain sufficient to cause serious loss through demurrage paid on ocean vessels and very trying financial experiences to us and other exporters, and receivers, because of the limitations on business through pernicious permit system and faulty service.

In addition, the lack of empty car supply based very largely on faulty co-operation among railroads has contributed to money losses of magnitude to ourselves and other shippers and merchants.

There are many Baltimore and western grain shippers who have felt keenly disappointed at the continued delay of the Pennsylvania Railroad in rebuilding its export elevator at Baltimore. This was destroyed by fire June 13th, 1916. It has just been announced that plans have been drawn for rebuilding.

The usual delay attendant upon plans being accepted and further delay in rebuilding must follow, while prompt action on the part of the railroad would have prevented many of the losses incurred through ocean demurrage, lack of space, and inability to maintain long established trade relations.

Sundry concrete storage tanks of 1,000,000 bus. capacity used in connection with the export elevator were not affected by fire except that they were made idle through lack of a temporary working house. A small amount of money promptly expended for a working house would have permitted the operation of these storage tanks and two months' time would have been ample to have constructed such working house. That would have left four months of 1916 and four months so far this year for a grain business to have been handled by the Penn company to the extent of from twenty to forty million bushels of grain with consequent transportation and elevator earnings to the Pennsylvania Railroad and financial benefit to the shippers of the west. The crowded elevators of various primary markets could also have been relieved. This estimate is based on the results obtained by the export elevator No. 1, of 500,000 bus. capacity.

The Western Maryland export elevator which has been increased to a capacity of 2,000,000 bus. has not for months been used to capacity, owing to congestions west of Connellsburg. In locating blame for conditions that have prevailed and which continue it is but fair to draw attention to the fact that terminal facilities have been woefully insufficient while also pointing out that available terminal facilities have not been used to anything like their capacity. Further 25 miles per day for loaded car movement is proof of faulty railroad operation. Some assert engines are overloaded and that if freight trains were scheduled there would be a noticeable improvement in movement with increased car supply.

Shipments of barley referred to have been made as follows:

	Bus.
Dec. 3, 1916.....	15,383
Feb. 21, 1917.....	13,333
Mar. 10, 1917.....	28,000
Apr. 1, 1917.....	75,000

131,716

200,000 bushels being booked for first half of April.

Western shippers have not been fully informed of various conditions including our difficulty in getting permits for grain, even though vessels were in port and ready to load. Some have been led to believe that Baltimore for months has had bulging elevators and an undue accumulation of loaded cars of grain on track, and in view of this further public attack on Baltimore, it seems but fair that there should be a word in defense, hence this recital of facts.—Yours truly, John T. Fahey & Co., Baltimore, Md.

tional expense, nor is a less price paid the farmer for his grain on this account.

In the States where bonds are required of the country operator, in case of a failure and the bond does not protect all of the storage tickets, the Railroad Commissioners usually go after the person who purchased the grain for whatever the difference may be. A crooked buyer can get away with a lot of money from the sale of storage grain, and some day we will have our awakening.—Yours truly, Carter, Sammis & Co., Minneapolis, Minn.

Commission Men to Blame.

Grain Dealers Journal: I note what you say about the stand taken by the N. D. Commission, and this, in a measure, is brought about from the fact that it has been the practice of commission men in Minneapolis and Duluth to organize farmers elevator companies, in a great many cases paying for the elevator and advancing money to do business.

This has come to be quite a common practice and in some cases it has resulted in elevators being built where there was no demand for them. At a great many points we have co-operative elevators and we have also the equity co-operative elevator, both organized and financed by commission companies.

It is quite natural for the authorities of North Dakota to feel that, under these circumstances, the farmer should be relieved of the necessity of investigating, and the responsibility should be shouldered by the people who are responsible for the companies. I am inclined to agree with them.—Miller.

Storage Law Should be Changed.

Grain Dealers Journal: The laws of North Dakota, Montana and Minnesota for years made it necessary for every operator of a country elevator to store grain at a fixed schedule for all comers. In South Dakota, we understand, the operator has an option as to whether or not he will do this, but if he elects to store grain he has to give bonds. In North Dakota and Montana bonds are required.

In Minnesota no bonds are required, but it is unlawful to ship stored grain. This law, like many others, is unreasonable in many ways and is not always lived up to.

These storage laws were originally intended to provide the farmer in a new country with temporary storage facilities, so he would not have to force his crops on the market at harvest time. This condition no longer exists, as the farmer who has no storage of his own is now the exception. Farmers who have no bin room can sell their cash grain and buy futures, if they wish to further merchandise or speculate by holding their crops for a rise.

Compulsory storage of grain for farmers frequently means a loss to the country operator and we believe the law should be abolished.

The farmer should have protection so long as there is such a law, as not one out of a hundred is capable of investigating the business methods or financial responsibility of the elevator operator.

The law is unfair to the terminal buyer, but he has taken chances of buying mortgaged grain and stored grain of insolvent country shippers and never got stung very hard. The competition is so keen that this risk is rarely thought of, or attention paid to it; therefore, no addi-

Deplores the Large Credit Extended to Irresponsibles.

Grain Dealers Journal: I think Mr. Stutsman's views are quite right. I think the elevators are compelled to take grain on storage under the terms of the law. Both the farmers and the terminal buyers are very badly protected under the law, considering the class of buyers generally operating country elevators. It is a great wonder to me that more people do not get stung.

For illustration, a Farmers Elevator Co., worth not more than \$5,000, and with a bond of only \$5,000, may take in on storage and ship out such stored grain. To my knowledge one company did this very thing for the past two years to the amount of over \$30,000. What security has the farmer or the terminal buyer under the law for his \$20,000 in such case except a worthless buyer working on a small salary. Not very many people in this world would extend credit to such parties for any such amount. Such irresponsible elevator companies should be required to do business with some reliable commission house and the commission house should be held responsible for consignments and know at all times the manner in which the local elevator was handling its business.—Farmers Elevator Co., E. J. Raymond, Gen. Mgr., Dawson, N. D.

Responsibility Should Not Follow Stored Grain.

Grain Dealers Journal: My sentiments are first—Abolish the storage system at country elevators and warehouses.

Second, If this can not be done, at least do away with the 20-day free storage.

The law shud compel the parties storing grain of any kind to look to the parties issuing storage tickets for their grain or its equivalent. It is not right for them to look to or receive from any one else either grain or money. While this may be the law, such a law should not exist. I do not believe the same law should apply to the storage of grain as to the stabling of a horse. It should apply as to the bank. If I take a bushel of silver dollars to the bank and it issues me a deposit slip or storage ticket the next day I draw on it or present my storage ticket the bank has paid out the money and has none left. Me for the high bridge. I can not go to the one who got my dollars and get them back. If this were so, there would be less trouble.

We do not need storage if the farmer wants to speculate; let him sell his grain and buy at the terminal. Let him be a sport and speculate right.—Yours truly, G. W. Waldron, Mgr. Lark Equity Exchange, Lark, N. D.

THREE CARGOS of Australian wheat were sold on the Pacific coast Apr. 18.

Crop Reports

Reports on the acreage, condition and yield of grain and field seeds, as well as on the movement to country markets, are always welcome.

ILLINOIS.

Galva, Ill., Apr. 21.—Farmers doing spring work; oat fields beginning to green up as the showers of last few days have benefited them very much.—Dewitt De Forest, mgr. Heflebower & Peterson Grain Co.

Springfield, Ill., Apr. 11.—About 40% of wheat has been killed and much of it plowed up. Oats seeding is nearly finished and in some places plants have appeared. No corn has been planted yet. Weekly crop report, Springfield Weather Bureau.

Sinclair, Ill., Apr. 21.—Large acreage of winter wheat sown last fall; about 90% will grow to harvest; poor stand; injured by freezing with no snow for protection; oat crop looks fine and ground plowing fine for large acreage of corn.—Crit Hane-line, mgr. V. C. & Trave Elmore.

INDIANA.

Frankfort, Ind., Apr. 24.—Oats went in ground in fine condition; corn planted in best condition seen in years. In drive from Culver to this city, a distance of 74 miles, saw only 24 fields of what we could call good wheat.—Frank Strange.

Evansville, Ind., Apr. 17.—A conservative estimate of the wheat fields in southwestern Indiana is that the yield will not be over one half normal this year. Many fields of wheat that were tho ruined by the cold weather last winter, have however, come out pretty well and will not be plowed under and planted in corn or alfalfa.—C.

IOWA.

Strahan, Ia., Apr. 14.—Winter wheat badly killed in this section.—Salyers & Kayton.

Elkhart, Ia., Apr. 17.—Had to plow up practically all of the winter wheat in this locality.—C. R. Boots, mgr. Farmers Elvtr. Co.

Masonville, Ia., Apr. 16.—Seeding completed in nice shape; farmers plowing for corn; ground never in better shape for crops.—F. S. Griffin.

Des Moines, Ia., Apr. 17.—The week was unseasonably cold and dry, temperature being below the freezing point on several mornings, and the rainfall was almost nil until the 16th, when light to moderate showers occurred; but the weather was favorable for field work which has progressed rapidly. Seeding of spring wheat, oats and barley is finished in the southern counties, and from 60 to 70% finished in the northern sections. Later reports show that not only fall wheat, clover and alfalfa were badly winterkilled but also much timothy and blue grass, especially in central and southern districts. Winter wheat and clover is worse than indicated last week, the condition of wheat is now placed as low as 30 to 40%. Many meadows are being plowed up and prepared for corn, the acreage of which will be greatly increased over last year. The acreage of oats and spring wheat will also be increased.—Iowa Section, Weather Buro, Dept. of Agriculture.

KANSAS.

Coldwater, Kan., Apr. 20.—Our wheat prospect is poor.—P. A. Johnston Grain Co.

Kingman, Kan., Apr. 21.—Our wheat prospect is reasonably good.—Kingman Mills.

Zenda, Kan., Apr. 19.—We have a good average prospect for a wheat crop.—J. C. Case, mgr. Zenda Grain & Supply Co.

Rago, Kan., Apr. 21.—Wheat in this locality promises to make 75% of a crop.—W. H. Lipper.

Protection, Kan., Apr. 20.—This locality will produce about $\frac{1}{4}$ as much wheat as last year.—J. E. Kirk.

Newton, Kan., Apr. 17.—Our wheat prospect is fair.—R. A. Goerz, sales mgr. Newton Mfg. & Elvtr. Co.

Crofton, Kan., Apr. 20.—Our wheat prospect is not good. We will have about a half crop.—E. E. Batt, agt. Arkansas City Mfg. Co.

Hutchinson, Kan., Apr. 19.—Southwest Kansas oats acreage this season will exceed that of any previous year.—E. A. Mowery.

Stafford, Kan., Apr. 23.—Our wheat prospect is 50% of normal.—O. W. French, mgr., Independent Co-operative Grain & Supply Co.

Newton, Kan., April 17.—Corn planting is getting under way in this locality, and there will be a large acreage devoted to that crop.—T.

Burrton, Kan., Apr. 17.—The prospect in this vicinity is for about a half of normal wheat crop.—J. P. Kiddoo, agt. Lyons Mfg. Co.

Isabel, Kan., Apr. 19.—Our wheat prospect is extra good; better than that of last year.—C. C. Moore, mgr., Farmers Grain & L. S. Assn.

Healy, Kan., Apr. 10.—No rain here yet; wheat crop not showing up much; probably will get a little wheat if get rain soon.—Sharp Bros.

Pretty Prairie, Kan., Apr. 16.—Growing wheat in this territory now promises to produce a normal crop.—E. B. Schmitt, agt. Rock Mill & Elvtr. Co.

Wilmore, Kan., Apr. 20.—I believe that our territory will produce 60% of a normal crop of wheat.—H. N. Durant, mgr., Wilmore Grain and Mercantile Co.

Halstead, Kan., Apr. 17.—It appears now that our wheat will produce $\frac{1}{2}$ to $\frac{2}{3}$ rds of a normal crop.—R. M. Todd, mgr., Farmers Grain, Stock & Mercantile Co.

St. John, Kan., Apr. 23.—If the present prospect is maintained until harvest our wheat crop in Stafford County will be about 60% of last year's total.—D. S. Jackman, mgr., St. John Mills.

Sawyer, Kan., Apr. 19.—Our wheat condition at present is 75% of normal, based on a yield of 18 bu. to the acre. Almost none has been abandoned.—B. Dinkins, mgr. Sawyer Equity Exchange.

Hutchinson, Kan., Apr. 17.—The territory on the Englewood branch of the Santa Fe gives promise of producing a wheat crop equal to last year. This applies as far west as Ashland.—W. C. Van Horn.

Alden, Kan., Apr. 20.—Rice County will probably grow 600,000 bus. of wheat; condition in southern part is fairly good; prospect for 10-bu. crop; in some of the northern parts of county crop is all gone.—Farmers Elvtr. Co.

Clearwater, Kan., Apr. 18.—In southwestern Sedgwick and northeastern Sumner Counties the growing wheat appears in thriving condition and there is a good stand except on occasional fields where high winds destroyed a small percentage.—T.

Ackerland, Kan., Apr. 21.—Wheat acreage about same as last year; about 10% abandoned or plowed up; remaining crop 60% of stand; corn acreage will be increased 10%; conditions best ever known for planting corn; oats acreage 120% of last year's crop; look excellent.—S. H. Hill.

Hutchinson, Kan., Apr. 19.—On the day when rain drops ended the drought which had been of such long duration as to have become almost a bore, the dealers on the Board of Trade suspended operations long enough to stage an impromptu celebration. If reports be true, things must have resembled a "last day" at school.—T.

Abbyville, Kan., Apr. 20.—Estimate that 35 to 40% of wheat is winter killed and blown out in this section; balance is about 65% of normal; about 35% of abandoned acreage sown to oats, 10% to kafr and balance to corn.—Citizens Grain Co.

St. John, Kan., Apr. 23.—From Hutchinson west to this place the appearance of the growing wheat is better than previous reports had led me to believe. There is some evidence of blowing, but on the whole at least half of the wheat appears to be thrifty.—Traveler.

Aita Vista, Kan., Apr. 21.—About 50% of wheat is plowed up and will be planted to corn, oats or kafr; wheat that is left will make about 50% crop; ground is in good shape for growing crop; with a few days of warm weather every thing will look better.—P. S. Andres.

Clearwater, Kan., Apr. 18.—I estimate that not more than 1% of the wheat is dead, and there has been only a very slight abandonment. This locality gives promise of producing a crop fully equal to or exceeding that of last year.—S. T. Macredie, of T. J. Macredie & Son.

Albert, Kan., Apr. 20.—About 90% of wheat is dead in this section; a large part is sown to oats and the rest will be planted to corn and kafr; some ground will be summer fallowed for the next wheat crop if we ever raise enough wheat for seed.—Farmers Mill & Elvtr. Co.

Penalosa, Kan., Apr. 16.—Wheat prospects very poor; will not raise over half crop in state with favorable conditions from now until harvest; wind and freezing weather, also absence of moisture during the winter, are responsible for many fields being completely destroyed; large acreage of corn being planted with ground in good condition.—Albert Jones.

Topeka, Kan., Apr. 18.—Estimated acreage sown to winter wheat fall of 1916 as reported to Sec'y of Agriculture amounted to 8,887,077 acres or 2.8% more than the acreage the preceding year. Our correspondents report an abandonment of 4,040,648 acres. The condition of that remaining standing April 5, averages 62% plus for the state as a whole, 18 bu. per acre representing 100%. Much of the wheat left standing is very thin on the ground and very backward. In the north-central counties, there is little sign of life in the fields and correspondents hold out little hope for improvement in conditions. Owing to the high prices prevailing, many fields will be left until the middle of May before planted to other crops. Owing to the scarcity of kafr and feterita seed, a large part of the abandoned wheat acreage will be planted to Indian corn and thousands of acres will remain fallow.—E. J. Smiley, sec'y Kansas Grain Dealers Ass'n.

Topeka, Kan., Apr. 20.—Of the 8,887,000 acres of winter wheat estimated as sown in Kansas last fall 4,908,000 acres, or approximately 55%, reported by correspondents as "worthless or so unpromising that it will probably be abandoned or devoted to other crops." This abandoned acreage is principally in the counties comprising the great wheat belt of Kansas, located in the west-central part of the state. The worst condition is found in counties of the northern part of this belt, where 70 to 98% of the acreage is a failure. This failure is attributed to several causes, the most important of which are the extremely dry weather which prevailed throughout the winter, and the blowing of the soil by the wind. Other causes mentioned are freezing and late planting. The percentage condition of the remaining 3,979,000 acres, based on 100%, is 60.13%, as compared with a condition of 87.36% last year. This is the smallest acreage to which Kansas has looked for a wheat crop since 1897. The poor condition is attributed to the same causes responsible for the abandoned acreage. Hardly any insect damage is reported. Soil conditions in the half of the state south of an imaginary line drawn diagonally from the southwest corner to the northeast corner are uniformly reported

as favorable for a vigorous growth of wheat; while the soil conditions in the half of the state north of this line are not so good. Only nine counties have 100,000 acres or more each of wheat remaining. Located in the south-central part of the state, they are as follows: Sumner, 177,318 acres remaining, with a condition of 82%; Reno, 159,606 acres, 62%; Harper, 148,121 acres, 79%; McPherson, 132,903 acres, 65%; Kingman, 118,417 acres, 66%; Sedgwick, 114,510 acres, 60%; Pawnee, 109,451 acres, 48%; Pratt, 108,379 acres, 62%; and Stafford, 101,018 acres, 54%. Of oats there are estimated to be 1,777,500 acres this year, as compared with 1,461,000 acres in 1916, or an increase of 21.65%. Oats in the western half of the state are not yet up, while in the northern part of the east half they are just beginning to show up well. In the southeastern corner of the state, where they are up, the condition is uniformly good, ranging in per centage from 75 to 93%. Reporters suggest that of corn there will probably be 8,500,000 to 9,000,000 acres planted this year, as compared with 6,965,000 acres in 1916.—J. C. Mohler, secy' State Board of Agriculture.

KENTUCKY.

Bardwell, Ky., Apr. 20.—Wheat coming out; can not make more than 60% of last year's crop; no oats grown for the market.—Harlan & Lowe Mfg. Co.

Adairville, Ky., Apr. 23.—Wheat in this section very scattering, but we are expecting as great a yield if not greater than last year.—Adairville Mfg. Co.

MINNESOTA.

Minneapolis, Minn., Apr. 18.—The grain crops of the Northwest are of tremendous importance this season and their progress will be watched with the greatest interest. The condition of the soil is very favorable, and there is plenty of moisture. Seeding is progressing satisfactorily, and altho a little late in some sections, we consider the season about normal. As usual, some low spots have not dried sufficiently to allow farm work and in some places the ground has frozen during the nights, so that farmers have been unable to work the soil until almost noon of some days. It is impossible to make an accurate estimate of acreages, but our reports indicate that all available land will be used for agricultural purposes, where labor and seed can be procured. In the southern half of Minnesota and South Dakota our early reports indicate that there may be a slight decrease in the wheat acreage, altho this is not a large wheat raising territory, and that there will probably be an increase in corn and oats. In the great spring wheat section, including North Dakota, northern Minnesota, northern South Dakota and eastern Montana, our reports indicate that the acreage as a whole will be about the same as last year, or a slight increase, should the season be favorable for wheat seeding. It is too early to give any information on barley, oats or flaxseed in this section, but a large acreage of winter rye was seeded last fall. As far as we can learn, the farmers seem to have sufficient seed. While the seed is of light weight, most of it has been tested for germination and with favorable conditions, we believe, will prove satisfactory.—Van Dusen Harrington Co.

MISSOURI.

Alma, Mo., Apr. 20.—Wheat damaged severely by winter killing; condition about 75%; about 5% has been plowed up and put in oats.—Horstman & Weisbrodt.

Alba, Mo., Apr. 21.—Wheat looks 20% better than a year ago; acreage decreased 15%; none plowed up; oats acreage larger than usual; looks fine; corn acreage larger than usual; nearly all planted.—S. H. Veatch, agt. Cowgill & Hill Mfg. Co.

Amsterdam, Mo., Apr. 19.—Wheat acreage about 40% of average; condition improving rapidly; prospects favorable for good yield on most of it; large acreage of oats sown; good stand; weather good and all crops doing well; much corn planted; with good weather next week practically

all will be planted.—Blaker Lumber & Grain Co.

Missouri, Apr. 11.—About 50% of reports from state say 10 to 25% increase in wheat acreage over last year, with little or no damage so far and that prospects are a great deal better than last year; about 15% of reports show a normal acreage with little or no damage and prospects at least as good as last year; balance or 35% report little below a normal acreage and a damage of 15% to 30%; oats acreage seems to be about same as last year.—D. L. Boyer, secy' Missouri Grain Dealers Ass'n.

NEBRASKA.

Filley, Neb., Apr. 23.—Wheat about 50% killed.—Farmers & Merchants Elvtr. Co.

Alexandria, Neb., Apr. 21.—Probably half of wheat ground in corn and balance in oats.—Farmers Elvtr. Ass'n.

Alda, Neb., Apr. 20.—Wheat about all winter killed; about 30% being sown to oats and 70% planted to corn.—A. J. Filssinger.

Panama, Neb., Apr. 12.—Wheat looks rather spotted; think most of it will be put to corn.—J. W. Copley, pres. Farmers Elvtr. Co.

Blair, Neb., Apr. 19.—Our winter wheat is of no account, but we have ideal weather for all spring crops.—Peter Christensen, mgr. Farmers Elvtr. Co.

Marquette, Neb., Apr. 19.—Had fine rain on Apr. 17; what little wheat is left looks green; farmers are plowing for corn; oats nearly all sown.—E. G. Raymers.

Arapahoe, Neb., Apr. 21.—Wheat acreage about same as last year; about 35% will be planted to other crops; most will be planted to corn.—Farmers Grain Ass'n.

Agnew, Neb., Apr. 21.—Do not know of a field of wheat that will be left; wheat entire failure; about 75% to 85% will be put in corn, balance in oats.—Farmers Elvtr. Co.

St. Edward, Neb., Apr. 20.—Winter wheat in this locality in bad shape; most of it will be plowed up; farmers think about 90% is killed.—J. S. Kennedy, mgr. St. Edward Elvtr. Co.

Alvo, Neb., Apr. 21.—Wheat improving; will make 70% of stand; largest acreage of oats ever sown; oats are up; look fine; having warm weather and plenty of moisture.—J. W. Davis, Alvo Grain Co.

Anoka, Neb., Apr. 20.—Fall wheat very light; spring wheat about same as last year; where fall wheat is killed most of it will be put to corn on account of wheat being so high to buy for seed; oats and corn will run about same as last year.—R. R. Martin, agt. Wm. Krotter Co.

Waterloo, Neb., Apr. 16.—Winter wheat has gone; farmers are replanting mainly with corn as the condition of the crop could not be determined quite early enough to put in either spring wheat or oats; looks as tho a very serious condition existed in all crops of this class.—J. C. Robinson Seed Co.

Abie, Neb., Apr. 21.—Wheat acreage about same as last year; about 90% is entirely dead; about 15% was sown in spring wheat; about 30% will be planted in corn and 45% has been sown to oats; spring wheat and oats doing very well; plowing is in full swing in this locality.—J. M. Uridil, mgr. Farmers Grain & Lumber Co.

Overton, Neb., Apr. 19.—Getting lots of rain just now; saw a field of wheat just east of here today which was turning green in numerous spots. This field had been given up as dead beyond any hopes of recovery, but this looks a bit more optimistic; no doubt there must be other fields of similar action thruout the state.—Ed F. Holloran.

Johnstown, Neb., Apr. 23.—Winter wheat in Brown County about 40% stand; will be very little spring wheat planted; fall rye looks extra good; average acreage was sown last fall; farmers now planting oats and are taking great care to select good clean seed and planting in

best possible way.—Ira N. Kelley, agt. Nye Schneider Fowler Co.

NORTH CAROLINA.

Statesville, N. C., Apr. 16.—All grain and seed crops last year were short; grain crops planted here will exceed by 40 to 50% any crop ever planted.—O. D. Moore.

NORTH DAKOTA.

Garrison, N. D., Apr. 19.—Wheat acreage will be a little greater than last year; acreage of feed grains will be much higher as every available acre is being planted to some crop; high crop of wheat and splendid value of live stock have encouraged this industry in this locality; barley, flaxseed and other grains gave good yields last year.—T. L. Stanley, mgr. Missouri Slope Seed Co.

OKLAHOMA.

Darrow, Okla., Apr. 23.—Growing wheat is in excellent condition.—W. R. Binkley, mgr. Arkansas City Mfg. Co.

Waukomis, Okla., Apr. 24.—Wheat is looking fine. Spring crops doing nicely since the rains.—Mrs. C. A. L.

Kingfisher, Okla., Apr. 12.—Had fine rain yesterday which placed wheat prospects in good shape.—Mr. Smith, mgr. Farmers Elvtr. Co.

Amorita, Okla., Apr. 20.—Wheat in this section very good; acreage larger than usual; none plowed up; small per cent of spring crop sown.—D. C. Pitser, mgr. Choctaw Grain Co.

Altus, Okla., Apr. 21.—Wheat acreage about same as last year; condition about 70%; about 10% will be plowed up; oats and corn acreage about same as last year.—A. W. Hounshell & Son.

Oklahoma City, Okla., Apr. 17.—Growing condition of wheat is 66%; northwest part of state still shows poorest condition; had rains on Apr. 11 and 12, which will improve condition a great deal.—Frank M. Gault, pres. State Board of Agriculture.

Oklahoma City, Okla., Apr. 23.—Crop conditions thruout the state are very promising; we are receiving some very flattering reports as to the progress of the growing wheat and the small amount of abandoned acreage as compared to the acreage sown in fall of 1916.—C. F. Prouty, secy' Okla. Grain Dealers Ass'n.

PENNSYLVANIA.

New Bloomfield, Pa., Apr. 24.—Wheat in ground looks fairly good.—Garber & Co.

SOUTH DAKOTA.

Lowry, S. D., Apr. 16.—We received plenty of moisture this spring; soil is in good condition to receive the grain; very little sowing done so far; will not be much wheat sown this spring as wheat crop has been poor for last few years; about 75% more rye sown last fall than the year before; with moisture this spring there is a chance for a good crop.—Geo. Luttmers, agt. Pacific Elvtr. Co.

TENNESSEE.

Ashwood, Tenn., Apr. 19.—Wheat all winter killed here in Tennessee; practically nothing left; fully 99% killed and farmers are plowing it all up and sowing oats and planting corn; oats all sown; corn about 25% planted; season very late account cold rainy March.—Clawson Bros.

TEXAS.

Abbott, Tex., Apr. 10.—Have small wheat acreage; need rain; oats acreage small; corn acreage about same as last year.—Dawson Bros.

WYOMING.

Basin, Wyo., Apr. 19.—Winter wheat is in good condition in Big Horn Basin; large acreage of spring wheat and oats will be put in.—Big Horn Mfg. Co.

LAND aggregating 3,775 acres along the right of way of the Central of Ga. R. R. has been granted to farmers free of charge for cultivation this coming summer. Other tracts amounting to 3,200 acres are available.

Grain Movement

Reports on the movement of grain from farm to country elevator and movement from interior points are always welcome.

CANADA.

Winnipeg, Man., Apr. 14.—The amount of grain in country elvtrs. at this date is 35,808,260 bus. wheat, 11,741,830 bus. oats, 1,739,531 bus. barley and 869,765 bus. flaxseed; compared with 45,008,190 bus. wheat, 10,189,293 bus. oats, 1,509,525 bus. barley and 377,382 bus. flaxseed on corresponding date last year.

Winnipeg, Man., Apr. 18.—Official estimates of the Canadian crop indicated about 79,000,000 bus. available for export March 1. Estimates recently made indicate about 60,000,000 bus. available for export April 1. There is about 8,500,000 bus. Canadian wheat in bond in this country, most of it being at Duluth, with a fair amount at Buffalo. It was reported that a cargo of Canadian wheat had been bought by Chicago people Apr. 17. No. 2 northern has been selling considerably cheaper than our No. 2 hard wheat.—C. L.

ILLINOIS.

Wellington, Ill., Apr. 19.—Still full of grain but not much business about it. What will the harvest be?—Boughton Bros.

Sinclair, Ill., Apr. 21.—Most of wheat, corn and oats of last year's crop is gone from this vicinity.—Crit Haneline, mgr. V. C. & Trave Elmore.

Galva, Ill., Apr. 21.—Grain movement slow at present as farmers are doing spring work; hardly 15% of old crop in farmers' hands.—Dewitt De Forest, mgr. Hiebeler & Peterson Grain Co.

INDIANA.

Remington, Ind., Apr. 20.—Our elvtr. is full of oats and farmers are still holding some oats, but we can not get cars.—J. A. Washburn.

IOWA.

Masonville, Ia., Apr. 16.—No corn here; about 10% oats in farmers' hands.—F. S. Griffin.

KANSAS.

Albert, Kan., Apr. 20.—No grain in farmers' hands here; most was sold off at \$1.50 to \$1.75.—Farmers Mill & Elvtr. Co.

Ackerland, Kan., Apr. 21.—No grain in farmers' hands for market; nearly all farmers are buying feed.—S. H. Hill.

Alta Vista, Kan., Apr. 21.—No more grain left in this part of country; wheat all sold; shipping in corn and oats.—P. S. Andrews.

Norwich, Kan., Apr. 18.—Almost no wheat left in the farmers' hands and an elvtr. here is closed for the season.—V. H. Sipe with H. O. Horne.

Exports of Grain Weekly.

	Wheat	Corn	Oats
July 1, to Dec. 30.....	1916. 153,976,000 1917. 164,304,000	1916. 22,912,000 1917. 9,686,879	1916. 60,408,000 1917. 39,457,000
Jan. 6.....	6,064,000	8,322,000	1,492,000
Jan. 13.....	4,930,000	7,680,000	1,308,000
Jan. 20.....	4,891,000	7,247,000	692,000
Jan. 27.....	5,383,000	7,029,000	535,000
Feb. 3.....	5,511,000	8,375,000	1,656,000
Feb. 10.....	4,375,000	8,046,000	2,095,000
Feb. 17.....	4,753,000	6,490,000	1,556,000
Feb. 24.....	4,122,000	6,450,000	881,000
Mar. 3.....	4,703,000	6,822,000	660,000
Mar. 10.....	4,679,000	7,415,000	1,960,000
Mar. 17.....	3,358,000	7,389,000	1,960,000
Mar. 24.....	4,387,000	7,449,000	1,727,000
Mar. 31.....	2,803,000	5,994,000	713,000
April 7.....	2,941,000	6,701,000	1,142,000
April 16.....	4,130,000	6,708,000	2,880,000
April 23.....	5,387,000	7,163,000	2,651,000
Total	226,393,000	279,584,000	24,176,879
			93,922,000
			74,579,000

Panama, Neb., Apr. 12.—We can not get cars; have only shipped one carload so far this season.—J. W. Copley, pres. Farmers Elvtr. Co.

Alexandria, Neb., Apr. 21.—Not over 5% wheat left, enough to seed us in farmers' hands; corn mostly shipped.—Farmers Elvtr. Ass'n.

Anoka, Neb., Apr. 20.—No corn to speak of in farmers' hands; about 3,000 bus. of oats that we know of.—B. R. Martin, agt. Wm. Krotter Co.

Johnstown, Neb., Apr. 23.—Feed oats very scarce; wheat nearly all sold; small amount of corn still held by farmers.—Ira N. Kelley, agt. Nye Schneider Fowler Co.

Upland, Neb., Apr. 9.—Wheat in this locality practically gone; ground is being used for barley, oats and corn.—Thos. C. Lorenzen, mgr. Peoples Grain, Coal & L. S. Co.

Alvo, Neb., Apr. 21.—About 75% corn left in country; farmers selling freely as fast as cars are available; some old wheat for sale yet but can not buy on account of car shortage; some farmers are refusing to deliver corn sold at \$1 because of advance in price; they are selling at other stations; elvtr. men should have had written contracts.—J. W. Davis, Alvo Grain Co.

Omaha, Neb.—Grain movement at this market in March was as follows: Receipts, wheat, 1,321,200 bus., corn 2,305,800 bus., oats 1,710,000 bus., rye 37,400 bus., and barley 96,600 bus., compared with wheat, 1,585,200 bus., corn 2,802,000 bus., oats 676,600 bus., rye 47,300 bus., and barley 36,400 in March, 1916. Shipments were wheat 1,353,600, corn 1,803,200 bus., oats 1,544,000 bus., rye 41,600 bus., and barley 71,400 bus.; compared with wheat 2,050,800 bus., corn 2,658,700 bus., oats 888,500 bus., rye 71,000 bus., and barley 28,000 bus., in March, 1916.

OKLAHOMA.

Altus, Okla., Apr. 21.—About 1% wheat in farmers' hands; are shipping in corn to feed.—A. W. Hounshell & Son.

OREGON.

Oregon, Apr. 12.—From 4,000,000 to 5,000,000 bus. of grain will be handled in bulk in this state this year.—Prof. G. R. Hyslop, Oregon Agricultural College.

PENNSYLVANIA.

New Bloomfield, Pa., Apr. 24.—Very little wheat, corn and oats in farmers' hands in this territory.—Garber & Co.

TENNESSEE.

Ashwood, Tenn., Apr. 19.—Only a few small lots of last season's wheat in farmers' hands; not more than 5% of crop; all kinds of feedstuffs very high and scarce.—Clawson Bros.

TEXAS.

Abbott, Tex., Apr. 7.—No wheat in farmers' hands.—Dawson Bros.

WYOMING.

Basin, Wyo., Apr. 19.—Very little grain still in hands of growers.—Big Horn Mig. Co.

THE KANSAS CITY BOARD OF TRADE HAS adopted resolutions addressed to Congress asking that the use of grain in the manufacture of alcoholic liquors be discontinued during the war. The Brewers Ass'n has issued a statement that the brewers annually use less than one per cent of the country's grain crop.

Our Callers

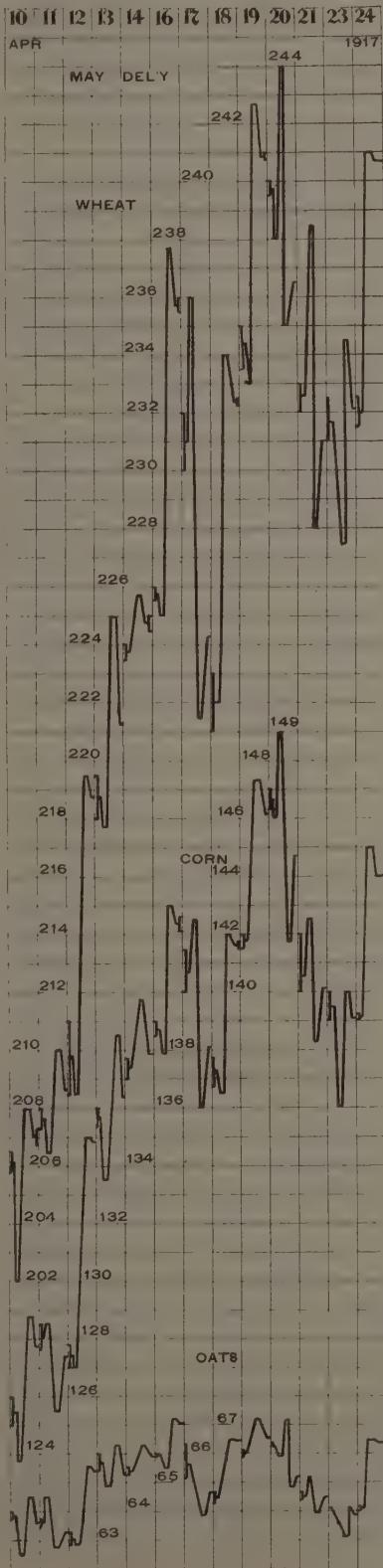
E. E. Bagley, Ashland, Ore.

O. W. Madden, Ridgeville, Ill.

W. H. Small, Fort William, Ont., Can.

G. Lansing Hurd, field agent, Office of Markets, U. S. Dept. of Agriculture, Corvallis, Ore.

Chicago Futures



Grain Trade Action on Car Situation.

The mass meeting of all grain interests called by the Grain Dealers National Ass'n at Chicago Apr. 16 was called to order by Pres. E. C. Eikenberry of Camden, O., stating that the specific object was to secure for the grain trade its just proportion of cars. "Let us arrive at some definite conclusions."

Commissioner Funk of Illinois Public Utilities Commission: We very soon found that we had very little power or resource to affect this matter helpfully. Factories working day and night create a car shortage.

In New England they have 88 per cent more cars than they own. In the west we are down as low as 50%. The eastern roads can afford to pay 75 cents per day for a car in order to earn \$11 or \$12 per day, and there is no power to compel the return of cars to the west. We need a government authority to say the cars must be brought back.

Chas. B. Riley, Indianapolis, Ind.: Railroad equipment is not over 65% efficient. I have heard railroad men say it is not 25% efficient. A pooling system would mean a great central organization to own all the equipment. The road leading back from the east does not care to haul the car if it is not to get the use of the car. There should be a tariff for empty car movement to make remunerative the hauling of the empty car, instead of paying a per diem. Now some roads pay 3 cents a mile wheelage and 75 cents per diem for the privilege of hauling empty cars.

O. P. B. Jacobson, of Minnesota State Railroad and Warehouse Commission: Mr. Riley's suggestion is a good one. We hope you will work for the passage of the Esch bill in Washington.

H. L. Goemann, Mansfield, O., chairman transportation com'te of the G. D. N. A.: The rules of the car service commission are inflexible and do not work to the best interests of the railroads and shippers. We can not get away from the fact that the west is a producer of grain and the east of manufactured goods. To my mind pooling is the method that will cure the trouble, with great big penalty.

W. T. Cornelison, Peoria, Ill.: We want immediate relief. We have corn that is likely to get out of condition.

J. W. Shorthill, York, Neb.: A box of cigars has been known to get cars.

AFTERNOON SESSION.

Chas. D. Jones, Nashville, Tenn.: I move the appointment of a delegation to go to Washington composed of representatives of every grain exchange, state grain dealers assns, farmers organizations and allied industries, whose duty it

shall be to point out to the Sec'y of Commerce and Labor, the Council of National Defense and the Interstate Commerce Commission that the grain trade has been discriminated against in favor of manufactured products and that the car situation is in part responsible for the high cost of living.

H. I. Baldwin, Decatur, Ill.: It seems to me we can get along pretty fast by pushing the Esch bill.

J. W. McCord, Columbus, O.: I offer an amendment that the delegation be instructed to confer with the American Ry. Ass'n.

Chas. B. Riley: I suggest that the delegation have no limit upon its activities.

To represent the National Ass'n in the delegation Pres. Eikenberry named Mr. Jones, A. Brandeis, Louisville, Ky.; Mr. Cornelison; A. E. Reynolds, Crawfordsville, Ind.; J. W. Sale, Bluffton, Ind.; Chas. England, Baltimore, Md.; Mr. Goemann; C. B. Pierce, Chicago, Ill.; C. A. Magnuson, Minneapolis, Minn.; Jno. O. Ballard, St. Louis, Mo., and E. P. Peck of Omaha, Neb.

Mr. Jones: A representation of less than 100 at Washington will be a reflection on the grain interest of the country.

Mr. Riley: I move that the Grain Dealers National Ass'n invite grain and allied shipping interests to open up a campaign on pooling. Unanimously carried.

Adjourned.

Shippers Organize to Protest Rate Advances.

A meeting controlled by western granglers and oil shippers was held at Chicago, Apr. 18th, to consider and determine "what course of action should be taken on behalf of and for the protection of the shipping public." Those wishing admittance to the meeting were asked to sign a declaration that "the burden of proof is on the railroads to justify any general advance in freight rates and that the public is entitled to a full investigation thereof by the Interstate Commerce Commission."

Following the adoption of a resolution that a full and adequate investigation of the situation be made by the Commission before any conclusion is reached or order made by the Commission, 37 members of the conference walked out.

The balance formed the Shippers National Conference, and delegated C Thorne to attend a conference with the Commission at Washington on Apr. 20 to urge the procedure outlined in the adopted resolution. As is recorded in another article in this issue, the efforts of the Conference were unavailing.

Daily Closing Prices.

The closing prices for wheat and corn for May delivery at the following markets for the past two weeks have been as follows:

MAY WHEAT.

	Apr. 10	Apr. 11	Apr. 12	Apr. 13	Apr. 14	Apr. 15	Apr. 16	Apr. 17	Apr. 18	Apr. 19	Apr. 20	Apr. 21	Apr. 22	Apr. 23	Apr. 24
Chicago	206 1/2	208 1/2	217 1/2	221	224 1/2	235 1/2	224	231 1/2	240 1/2	236 1/2	231	232	240 1/2		
Minneapolis	206 1/2	205 1/2	211 1/2	214 1/2	219 1/2	228 1/2	218 1/2	227 1/2	234 1/2	231 1/2	226 1/2	228 1/2	236 1/2		
Duluth	206 1/2	205 1/2	212	214 1/2	218	227 1/2	218 1/2	216 1/2	235 1/2	233	228 1/2	230 1/2	241		
Omaha	211 1/2	214	228 1/2	235 1/2	240	252 1/2	238	245	256	261	240	243 1/2	251		
St. Louis	217 1/2	218 1/2	229	236	240	252 1/2	242 1/2	254	261	266 1/2	252	249 1/2	259		
Kansas City	209	210	224 1/2	233	238 1/2	251	237	247 1/2	253 1/2	248 1/2	244	241	250 1/2		
Milwaukee	207 1/2	208 1/2	217 1/2	221 1/2	225 1/2	238	224 1/2	232 1/2	241	236 1/2	231	232 1/2	240 1/2		
Toledo	225	229 1/2	243	246	249 1/2	259 1/2	247 1/2	262	271	266 1/2	261	262	271		
*Baltimore	231	232 1/2	244 1/2	248 1/2	250 1/2	261	250 1/2	260	269	264 1/2	259	262 1/2	271 1/2		
Winnipeg	208 1/2	207	211 1/2	215	218	228 1/2	228	235	242 1/2	241 1/2	238 1/2	237 1/2	246 1/2		

MAY CORN.

Chicago	127 1/2	127 1/2	134 1/2	136 1/2	137 1/2	142 1/2	138	141 1/2	146	144 1/2	140	139	144		
Kansas City	129 1/2	129 1/2	136 1/2	139 1/2	141 1/2	153 1/2	117 1/2	115 1/2	149	118 1/2	144 1/2	117 1/2	145 1/2		
St. Louis	130 1/2	130 1/2	138 1/2	141 1/2	141 1/2	146 1/2	242 1/2	147 1/2	148 1/2	147 1/2	143 1/2	137	140 1/2		
Omaha	125 1/2	126 1/2	136 1/2	138 1/2	139 1/2	143 1/2	139 1/2	142 1/2	148	146 1/2	142 1/2	141 1/2	146		

*No. 2 Red Western.

Established Methods of Handling Grain Business Should Not be Disturbed.

[By J. R. Mauff, Pres. Council of Grain Exchanges.]

While the Council of Grain Exchanges does not believe that the foodstuff situation is nearly as serious as some would have us believe, yet we are convinced that the shortage demands clear thinking and quick action.

So far as increased production is concerned the Council was the pioneer in interesting the country in the necessity for a larger yield of better grain. Eight years ago we organized a Seed Improvement Committee and out of that grew a Crop Improvement Committee which has been spending from fifteen to twenty-five thousand dollars per year in educational work. Far reaching results have come from it. We have been especially fortunate in locating many county agents skilled in agriculture, who are now working among the farmers, going from farm to farm, helping and advising. One benefactor gave us \$110,000 for this work.

The second phase of the present situation which has been absorbing much of our attention lately has been to combat the uneconomic theories which are now proposed in bills pending in Congress and Federal Bureaus for the control of the foodstuff situation.

We believe that the Grain Exchanges of this country which have stood the test for years of intense competition, are able to continue as distributors of the non-perishable foodstuffs of this Nation in a satisfactory manner if they are let alone. We believe in the efficacy of speculation which is invaluable as insurance in the distribution of foodstuffs. We believe that supply and demand at the present time is responsible for high prices, and not speculation. We believe that speculation helps to assume the risks of distributing the grain products of this Nation and we know that the margin between what the producer gets and what the consumer pays is smaller in this country than anywhere else in the world.

We do not believe that this is a time for hysteria or for upsetting the natural methods of handling the grain business. We believe the law of production is just as fixed as the law of supply and demand and we think it should be allowed to operate in a normal way.

We should bend all our efforts toward securing increased production of grain—not because there is any danger of want in this country but rather because of our Allies, which are fighting in the battles of democracy, are in need of surplus and we should, every one of us, be interested in seeing that that surplus is as large as it can possibly be.

The value of a country elevator to the community, from which it draws its patronage is measured in the extent of the service which it renders to that community. When it fails to render service commensurate with the toll it takes, it ceases to be of value. This condition may come about because of several reasons and it is the duty of the grain trade to eliminate every cause for just complaint. If the members of the trade fail to do so, it becomes necessary for some one else to assume the task, and it may be fairly stated that reforms which come from within are more beneficial and lasting in their effect than those which are originated by outsiders. The grain business, as well as every other activity upon the face of the earth, is passing through

a period of transition; let us see that our part in it is one of progress and not of retrogression.

Little by little, a step at a time, conditions are becoming better for the country dealer. Maybe after a while it will reach the point where the only faults will be those which are within. Why not cure those now?

The day of the man who buys grain with little or no regard to its grade is soon to be done. It has long been recognized that the practice is neither fair to the dealer, to his competitors, to the customer, nor to the other farmers. Perhaps the producer is not always to blame for the failure of his grain to grade up to the standard, but it usually happens that the man with really good grain in a year of general poor quality is responsible for the excellence of his own product. When all farmers come to know that invariably they will benefit through bringing good grain to market they will make an earnest effort to see that their grain grades as high as it can be made to grade. Nor does this mean that they will resort to plugging to achieve the desired advance of a few cents in price.

It is recalled that in 1915 when southwest Kansas received an abundant supply of moisture which all but ruined much wheat a few farmers preserved their grain in strikingly good shape solely through proper stacking. The others did not take so much care because it required more work and they felt that the end would not justify the means, remembering that in former seasons low grade wheat had commanded a price almost equal to that paid for the best.

Buffalo's Chief Grain Inspector.

The Buffalo Corn Exchange is particularly fortunate in being able to secure as a chief inspector a man who has grown up in the department, hence is familiar with the grain trade of the city and thru a knowledge gained by years of experience in the department at Buf-

falo is equipped to judge grain rapidly and accurately.

Mr. P. D. Connors, the present inspector, was appointed chief last December, after serving as assistant chief for six months. He started with the department as helper in August 1899, and has served the Exchange continuously without interruption since starting to work for it. The Corn Exchange is the only employer for which Mr. Connors has ever worked, but he has applied himself faithfully to the tasks assigned him, hence it is but natural that he now heads the department where he started at the bottom.

Fifteen Percent Freight Increase Expected to be Made Permanent.

After an all-day hearing before the Interstate Commerce Commission on Apr. 20 on the 15% freight rate increase which the Commission has tentatively allowed to go into effect June 1, it was apparent that the tentative order would be made permanent.

Shippers from all over the country attended the hearing, and they were divided on the propriety of the increase. It was pointed out that the increase would raise the revenue of the railroads about \$500,000,000 per year. Clifford Thorne, former chairman of the Iowa state railroad commission, tried to convince the Commission that no emergency existed and that the railroads were entitled to no advances whatsoever.

The majority of the shippers, however, favored an increase to meet the recent enforced raise in wages of trainmen, but they favored a thoro investigation before the increases were made permanent.

The proposal of the railroads provides that the increases, if granted, shall be suspended at the end of a year.

Violent Fluctuations in Absence of Speculation.

Joseph P. Griffin, president of the Chicago Board of Trade, recently said: "Entrance of the United States into the war has reduced the trading in futures to the minimum."

"Cessation of speculation is the result rather than the cause of the tremendous gyrations of the market. It is good business sense as well as patriotism which has induced these men to quit."

"From now on the market will be motivated only by the law of supply and demand. That means high prices, for, as was indicated by the government report, the winter wheat crop was millions of bushels short. Reports from other countries indicate similar conditions. The whole world will be bidding enormous prices for wheat from now until September and even longer if the spring wheat crop is not a bumper."

"The only function of speculation is as a balance wheel. Since that has ceased to operate the revolutions of the market will be even more spectacular than recently."

ARGENTINA has been requested by Great Britain to raise its embargo on wheat. While American Ambassador Stimson admits that there is a possibility of justification for the embargo, because of shortage of crops, the British ambassador regards the embargo as totally uncalled for. The United States and Great Britain have threatened to stop the hauling of coal to Argentina unless the embargo is lifted.



Chief Inspector P. D. Connors, Buffalo, N. Y.

The GRAIN DEALERS JOURNAL.

Western Grain Dealers at Des Moines

Three hundred cool and sweet grain dealers from the bone-dry state of Iowa assembled at Des Moines on April 17 for the eighteenth annual convention of the Western Grain Dealers Ass'n.

The morning of the first day was spent in an informal reception at the Hubbell bldg. where most of the grain offices of the city are located, and an excellent cafeteria lunch was served at noon. The nation's grain handlers formed the first bread line in Iowa since the declaration of war. All were soon satisfied and marched to the Savery.

Pres. S. W. Wilder called the convention to order on the afternoon of the first real spring day of the year, in the banquet hall of the old Savery hotel with about 200 in attendance. The hotel lobby remained crowded.

George E. Hamilton, asso. sec'y of the Des Moines Chamber of Commerce, welcomed the delegates to the city, and promised the co-operation of the Chamber in making the stay pleasant.

Pres. Wilder in responding said:

President's Annual Address.

To go back home, to shake hands with old friends and exchange reminiscence is always a pleasure. Des Moines is the home of the Western Grain Dealers Ass'n. We have been wandering about for several years visiting other cities and making new acquaintances, and have returned to find our home town grown almost beyond recognition, new buildings, new factories and new industries everywhere. We have received a most hearty welcome, and I am sure I voice the sentiment of everyone when I say we are here, but that we hope and expect to make the Chamber of Commerce and the people of Des Moines glad that we came and anxious to have us come again.

There have been many trials and tribulations for the country shipper during the past twelve months, as well as many astonishing developments. The car shortage, demurrage, congestion of shipments, embargoes against terminal markets, war conditions abroad and at home, talk of embargoes against exports, peace proposals, wild rumors and the consequent wild fluctuations have kept us in hot water, uncertain what the morrow would bring forth and expecting we knew not what. The range in prices for the year has been enormous, fluctuations in a single day often being equal to the range over a period of weeks and even months in quiet times.

The car shortage problem is probably the most serious obstacle with which we have had to contend. Fortunately the grain received has been of a good quality and in good condition so as not to deteriorate greatly while held in elevators, but the utter lack of transportation facilities has greatly handicapped business. Owing to embargoes and lack of cars to transport it, contracts have expired during the past few months on millions of bushels of grain held in elevators and sold for shipment. These contracts have been extended and additional time granted wherever possible, and it is a notable fact that every interest, including millers and industries, terminal market receivers, buyers, and brokers, all down the line in the chain of movement have shown a disposition to be liberal and assume their share of the burden. That there have been practically no failures, and very few misunderstandings in the face of these abnormal conditions can only be accounted for by the intelligence, conservatism, and fair dealing of the trade.

The transportation problem has been tackled from every angle, by every commission and every association with any authority or influence, and every conceivable plan for quick relief tried out.

Your association has been active in its endeavor to assist the National Assn. wherever possible. The activities of both

associations have been over a wide range and of a varied sort. There have been numerous changes in laws, grades, rules and regulations affecting the methods and systems that have been established through years of toil and practice.

New Problems: The grain trade, along with other business, is facing many new problems. Problems that are almost sure to bring further radical changes and result in new standards, changed transportation facilities and tariffs, in market organization and in Government supervision. We are favored by the presence of men who are studying these problems, men of master minds, and by the way, mighty busy men these days, who are willing to give us of their time and knowledge that we may benefit by their experience and suggestions. Handing the grain of this country is a vast and intricate business, and we owe it to our business and to our association to inform ourselves on these matters to the best of our ability. The officers of the association need your help and your ideas.

We are living in an epoch making period. It is a time of seriousness. A critical time in the history of our nation. We are at war with a formidable enemy. Our country needs our help and we must not fail to assist in every way we can. There is a way for everybody, every association and every individual to be of some service. We should find out at once what we can do, and do it, not by resolutions, but by action. The production, conservation and distribution of foodstuffs is as important as the manufacture of munitions. It is probable that this association can render important service along this line. I would suggest that a special committee be appointed to study the possibilities and with full power to act.

We are also in receipt of the following letter from the Department of Commerce: "To Commercial Organizations:

"The war in which we are now engaged is a war of economic resources. It is absolutely essential to the successful prosecution of the war that everyone make his or her contribution to the economic welfare of the country. The production of food is a vital and present duty resting on every man and woman who can help it along. Without food workmen cannot work, nor can armies fight.

"The food supply of the country must be increased, and I urge upon you to cooperate in every way with the Department of Agriculture in its campaign to increase the crops of the country. Will you not take this subject up at once with the membership of your association, pointing out to them the needs of the situation and urge immediate action? I suggest that every organization should have a committee on the production of foodstuffs.

"I need not point out that the planting season is at hand, and that any action to be effective must be taken at the earliest possible moment. In the United States, as in the warring countries of Europe, the effects of this struggle will be felt by everyone and economic preparedness will greatly lessen the burden that we must carry."

For our kindred company, the Western Grain Dealers Mutual Fire Insurance Ass'n, the year has been a successful one in every respect. The high standard of strength to which it has attained and the excellent showing with respect to insurance in force, low cost, and dividends earned show how carefully the business has been conducted, and it is surely a credit and satisfaction to all those who have been connected with the upbuilding of that ass'n, especially to the officers whose good management and economy are responsible for its condition.

Choosing the right man for a place often measures the difference between success and failure in an undertaking. When the Western Grain Dealers Ass'n was started some 18 years ago, the work began in a simple way. A man was chosen as secretary to carry out the idea. He grasped the plan enthusiastically and largely as a result of his energy and ability the ass'n and the business of the association grew until it has attained its present position of influence and stability. Our success has been marked, and there can be no better proof that he is the right man for the place than the splendid showing of the ass'n today. I take pleasure in calling for his report—Mr. Wells.

Sec'y Geo. A. Wells in presenting his annual report said:

Secretary's Annual Report.

Local conditions among country grain dealers have been abnormal during the fiscal year ending March 31st, 1917, but conditions were entirely different from the previous year which was also abnormal, in that the corn crop which promised well failed to mature and the volume of business for that year was materially reduced in consequence. Last year, however, good crops of good quality of corn, wheat and oats were produced but scarcity of cars resulted in the storage of large stocks of grain in country elevators and at some stations elevators were closed because of being filled and no cars furnished for shipment.

The market conditions have been generally favorable with advancing values but with spectacular ups and downs which made the business seem uncertain and hazardous, altho as a whole, favorable to the earnings of profits if properly managed.

Defaults: There have been some troubles with defaulted contracts as between the country dealers and farmers and also as between the terminal buyers and country dealers. This Association has for years carried on an educational campaign in order that its members, in Iowa particularly, might understand that an oral contract is not binding as between the parties unless there is some evidence in writing, and yet every once in a while some country dealer makes an inquiry as to whether or not oral contracts may be enforced.

There is no very good reason why a country grain dealer should not have a valid contract with the farmer and that the farmer should be required to fulfill his contracts, and the same is true as between terminal market buyers and country dealers.

The quality of the grain the past year has been exceptionally good and uniform, so that there has not been very much unfavorable experience in regard to the grading. If we had had crops of poor and uneven quality and generally declining market values, our experience with the unusual conditions prevailing during the past year would have been vastly different.

The car shortage does not appear to be so serious a matter when market values are advancing as when market values decline and I presume that this is the reason that many country shippers have accepted the situation with apparent satisfaction and good grace.

Local meetings were held during the month of November at Marshalltown, Cedar Rapids, Waterloo, Mason City, Sioux City, Ft. Dodge, Omaha, Okaloosa and Burlington, and several other local meetings were called by the dealers themselves, all of which were largely for the purpose of discussing the Grain Grades Act and the Regulations under the Act. Such local meetings appear to be beneficial in promoting a better understanding of the best methods of grading grain.

If country dealers are to accomplish the most in the way of uniform grading of grain, and buying grain from the farmer on the basis of its real value as contemplated by the United States Grain Standards Act, they should adopt the plan of holding local meetings frequently for the purpose of thus educating themselves on how to grade grain and demonstrate to the farmer the necessity of producing grain of good quality by paying a premium for good grain and applying a discount on the low grade grain.

There is need of greater efficiency in the country elevator business, better facilities for handling and cleaning grain and better weighing out facilities in order to obtain a clean bill of lading as contemplated under the Fomerene Bill of Lading Law. This law, however, in its present form leaves the question as to what may be considered adequate weighing facilities undecided, and that question will probably have to be decided by the courts or the law amended to specifically provide as to what may be legally considered adequate weighing facilities.

Loading Uniform Quality: The loading of different qualities of grain into the same car I believe results in more losses to the country shipper than he is aware of because it is impossible to get a good sample of the grain in the car when it is not loaded uniformly as to quality. Having an elevator plant of sufficient capacity and properly equipped, there is no necessity of loading grain in the manner in which thousands of cars are loaded these days. If the country shipper, for example, has sold grain to arrive of a certain grade he should have the facilities and the business ability to load the grain to fill that contract ac-

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cording to the grade sold and to take off the cream, if there is any, for his own profit instead of giving the terminal elevator that opportunity.

Grain varies in quality from year to year and a country elevator man should in a sense be a manufacturer of quality and be able to deliver the quality sold without sacrificing the cream. The United States Grain Standards Act contemplates the idea of mixing grain in elevators and that there will be a profit to the elevator man in so doing.

FIRE HAZARDS: Country grain dealers who contemplate the construction of a new elevator or remodeling an old one should give attention to hazardous conditions with the view of reducing the cost of insurance. The Western Grain Dealers Mutual Fire Insurance Ass'n applies a schedule covering the different hazardous conditions of the risk and the Secretary will be glad indeed to advise country dealers who contemplate the construction of a new elevator or remodeling of old ones as to the conditions that may be eliminated to reduce the cost of insurance.

The installation of shipping scales and the kind of scales to be installed are vital questions at this time. There are different manufacturers of good standard scales which, if properly installed, will give accurate weights. Having conducted a scale inspection department for ten or twelve years I am in a position to state positively that a large part of the discrepancies in elevator weights arise out of the handling of the grain from the scale to the car or carelessness on the part of the weigher. Having a good standard scale with spout running direct from scale to car that cannot possibly discharge grain elsewhere, is the ideal installation, but this necessitates the installation of scales in the upper part of the elevator, which is not accessible and carelessness on the part of the operator in the care of the scales may result in inaccurate weights. Another idea that might be considered would be the installation of the scales on the working floor of the elevator discharging directly into an elevator leg that is used absolutely for no other purpose than to elevate the grain to the car with the turn head and spout fixed and closed so that it could not be shifted and the grain discharged elsewhere than into the car.

Advancing money on contracts is considered by the majority of grain dealers a bad practice which ties up a lot of money that should be provided to the farmer by the banker.

Electric power is being installed by many country elevators. If properly installed it reduces the fire hazard as compared with gasoline power installed in an attached engine room, but there are hazardous conditions connected with the installation of electric power that should be carefully considered.

The Landlords Lien Law gives the landlord of any kind of premises a lien on the property of the tenant. The law is not specifically aimed at grain dealers, but is general in its application. It was suggested that there should be a law whereby the landlord would be required to notify the grain dealer. Such a statute would not be good law and in order to be good law it should be public notice and public notice could be provided only by the county records. There is strong objection to the recording or filing of leases and liens because of the very large number of such, then also, in order to keep the record accurate so that the information would be of value, the cancellation of such leases or liens would be essential.

The fact that a farmer is a tenant puts the grain buyer on notice that there is a landlords lien against his property and it is considered that in the ordinary course of business the grain buyer is justified in determining at the time the grain is offered for sale as to whether or not it is clear of incumbrances. Our Board of Directors decided not to make any effort to change the law.

TRANSPORTATION: The railroad companies have also had extremely unusual conditions to contend with during the past year and the questions of car supply and distribution have engaged the serious attention of the railroad organizations and Interstate Commerce Commission and also the railroad commissions of the different states, but as yet they have not developed a solution of the problem.

The enormous export business of this country has drawn an abnormal number of cars to seaboard terminals where they have been held to await the uncertain arrival of boats and no doubt to a greater or less extent cars have been held by shippers for the purpose of speculation and to obtain the profits of advancing market val-

ues. The carriers have said much of the abuse of shippers in holding cars, but I feel safe in stating that the country grain shippers in this territory have not held cars to any extent whatever beyond a reasonable time for loading.

Fifteen days free time for the unloading of cars at export terminals with no rule or regulation to compel the unloading of cars, is the basis of much of the car shortage trouble.

The Pomerene Bill of Lading Law relating to bills of lading, including the issuance thereof, became effective Jan. 1st, 1917. The bill for this law was formulated with the view of protecting the interests of shippers, bankers and the carriers and to provide a bill of lading that would be negotiable and a safe collateral for money advances. It was also intended that it would provide a clean bill of lading for the shipper, but as relating to grain shipments the law is indefinite as to the question of weights. The last sentence of Section 21 of this law provides as follows:

"Provided, however, Where the shipper of bulk freight installs and maintains adequate facilities for weighing such freight, and the same are available to the carrier, upon written request of such shipper and when given a reasonable opportunity so to do, shall ascertain the kind and quantity of bulk freight within a reasonable time after such written request, and the carrier shall not in such cases insert in the bill of lading the words 'Shipper's weight,' or other words of like purport and if so inserted contrary to the provisions of this section, said words shall be treated as null and void and as if not inserted therein."

Circular No. 16 of the Western Trunk Lines reads as follows:

"In accordance with the above provision, bills of lading stating the kind and quantity of bulk freight with no qualifying words such as 'Shipper's weight,' or words of like purport will be issued only under the following conditions:

- That the shipper of bulk freight has adequate weighing facilities consisting of track scales which are installed, maintained, tested and operated in accordance with the track scale specifications and rules approved by the American Railway Assn.

- That written request is made on carrier by shipper at time of ordering car and opportunity given carrier to weigh the car after the installation of grain doors or other damage necessary for loading the car, and also opportunity given carrier to weigh the loaded car.

- That the description of the commodity in the bill of lading shall not include any specifications as to grade or quality not included in the tariff applicable on the shipment."

It will be noted that the carriers have construed the term 'adequate weighing facilities' to consist only of track scales which are installed, maintained, tested and operated in accordance with the track scales specifications and rules approved by the American Railway Assn and the question now is whether or not weighing facilities other than track scales may be legally held to be 'adequate weighing facilities.'

Carload Minimums: The Central Freight Ass'n lines which include the carriers operating east of the Indiana and Illinois state line have adopted uniform minimum carload weights and provide for thirty inches of space at the side of the car between the top of the grain and the roof. This provision is to allow sufficient space to give room for the sampler to obtain a thorough sampling of the grain.

The Western Trunk Lines operating in this territory have not as yet adopted uniform carload minimums and still insist on having cars of grain loaded to the roof, which makes it impossible to obtain a thorough sample and an inspection of the grain when it arrives, consequently the cars are sampled and the inspector's report marked with rubber stamp "Subject to approval when unloaded."

The United States Department of Agriculture has this matter under consideration and a large poster has been mailed to each grain dealer which contains the following announcement:

"AVOID EXPENSIVE DELAYS BY HANDLING AND LOADING YOUR GRAIN PROPERLY." Licensed inspectors cannot with safety issue certificates of grade on interstate or foreign shipments of shelled corn unless the conditions permit them to determine the true grade of the grain. If the car is loaded too full, or if the grain in it is not uniform as to color, moisture content, damaged, foreign material, etc., it will be difficult for the inspectors to secure representative sam-

ples. The car may even have to be partially unloaded before the inspection can be completed. This may take several days."

You will readily appreciate that it will be for the interest of country grain shippers to insist upon loading cars of grain, leaving 30 inches of space for the purpose of thorough sampling and thus co-operate with the Department of Agriculture, otherwise it may be necessary to accept reinspection at elevators, thus placing the burden and loss by depreciation on country dealers, whereas if the cars are inspected on the original inspection track the burden of depreciation will fall upon the buyer.

Car supply and distribution is a serious and vital problem. Personally, I am of the opinion that it is impossible to maintain competition and at the same time eliminate discrimination. Our lawmakers and courts on one hand seem determined that a condition of competition shall be maintained among the carriers, while on the other hand the same lawmakers and courts insist that there shall be no discrimination. We as shippers insist that the carriers shall arrange their tariffs and provide equipment to distribute our commodities in any direction and for any distance demanded. That joint rates be reasonable and that cars be provided for such service. One carrier may have an ample supply of equipment while a connecting carrier may have practically no freight carrying equipment, and we expect the one carrier to waive its property rights and sacrifice its equipment to give us service. We expect facilities that will give us a distribution of farm crops and other products so perfect that like water, it will find its own level. A movement is beginning started to promulgate the idea of having a large corporation for the ownership of freight car equipment and to control its supply distribution.

Natural Shrinkage: The Interstate Commerce Commission has ruled that the carriers may provide in their tariffs a deduction allowance on claims for loss in transit of $\frac{1}{4}$ of 1% on corn and $\frac{1}{2}$ of 1% on other grain. It has been considered that this ruling by the Interstate Commerce Commission is illegal and the grain trade organizations last year instituted proceedings to test the validity of the ruling. I have not been recently informed, but my understanding is that the case is still in the courts. This Association is a contributor to the expense of the court proceedings.

Increase in Commissions: At a meeting of the Board of Directors of this Association, held at Des Moines, Apr. 2nd, the following resolution was adopted by unanimous vote of those present, viz.:

"Resolved, That the Western Grain Dealers Assn. is opposed to the proposed increase in commission rates by the Chicago Board of Trade; and

"Resolved, That the Secretary notify the Commission Merchant members of the Chicago Board of Trade of this resolution."

The Chicago Board of Trade has, however, voted to increase the commission charges on consignments to 1% of the selling price on wheat, corn, oats, rye and barley to non-members and $\frac{1}{2}$ of 1% to members, and on sales to arrive $\frac{1}{2}$ of 1% on wheat.

Legislation: The value of organization and the effective work that may be accomplished was demonstrated in defeating the Bill, House File No. 523, introduced by Representative Lake, of Woodbury County, a Bill for an Act to repeal the Bucket Shop Law and to prohibit trading for future delivery in both futures and cash grain by anyone acting as an agent, and to prohibit future trading except for hedging and also to prohibit the application of a lower grade than the grade of cash grain contracted for sale for future delivery at a fixed difference in market value.

The grain dealers of this State responded very promptly by letters and telegrams on the request of this Assn. The bill was reported favorably by the Committee, but the opposition developed so rapidly that Mr. Lake withdrew the bill voluntarily after it had been placed on the calendar. He afterwards amended the bill to provide that corporations or their agents dealing in futures should provide bonds, and this amendment was defeated on the floor of the House by a vote of 66 to 8.

Membership: We have 400 individual members operating approximately 600 elevators and I wish to emphasize the fact that our membership list is alive and loyal. We do not carry delinquent members more than a reasonable length of time before cancelling the membership for nonpayment of dues. We have less than 25 terminal market dealers so that I believe we can

safely say that we have one of the largest and most substantial organizations of country grain dealers.

Financial: Our total receipts for the year amount to \$4,921.25 and disbursements which are entirely for expense amount to \$4,823.30, which in detail is as follows:

FINANCIAL STATEMENT.

Receipts.

Cash on hand April, 1916.....	\$ 161.29
Dues	4,725.75
Fees	165.00
Scale Weights Sold.....	10.00
Part Hotel Bill Refunded.....	20.50

Total

\$5,082.54

Disbursements.

Secretary's salary	\$1,800.00
Secretary's expense	320.65
National Assn. dues	250.00
Arbitration	19.68
Attorney	199.92
Office help	743.33
Rent	180.00
Advertising, Stationery, Printing.....	814.89
Postage	321.77
Telegraph	8.88
Annual meeting expense	69.27
Committees	36.36
Exchange	7.55
Part of cost in Railroad Case (Shrinkage allowance deductions). .	50.00
State Department, corporation fee. .	1.00
Cash on hand.....	259.24

Total

\$5,082.54

N. S. Beale moved that the Secy's report be accepted and placed on file. Carried.

J. A. King, Nevada, reported on the business of the Western Grain Dealers Mutual Fire Ins. Co. From his report we take the following:

Fire Insurance.

Organization is the key to success. In this day and age individual effort is found to be inadequate, all lines of business are conducted on a larger scale than formerly and are mostly supported by organized effort.

Previous to the organization of the country grain trade its individual members were often subjects of the greed and unfair methods of some with whom they had business dealings. It is not so now. The combined influence of the dealers has brought about many improvements and placed the grain trade on a higher and much more honorable basis.

The benefit of organization was aptly illustrated very recently. A bill exceedingly inimical to the grain trade was introduced in the Iowa Legislature. If the bill had been enacted, it would have caused serious injury to the grain trade; in fact, would have made it impossible to handle grain in a satisfactory or reasonable manner. As soon as it was known that such a bill had been presented, the force of this association was used against it in a concerted manner, with the result that in less than a week thereafter the bill was withdrawn.

One of the very beneficial results of this organization is the Western Grain Dealers Mutual Fire Insurance Assn. The insurance ass'n is really an outgrowth of the grain dealers ass'n. Had it not been for

the grain dealers ass'n the insurance ass'n would not have been organized. The Western Grain Dealers Mutual Fire Insurance Ass'n has very materially benefited those grain dealers who have availed themselves of it. It has given them reliable insurance at low cost.

Fire insurance is a necessity. All prudent people carry insurance on their property. Many instances could be cited to show that the insurance received in case of large loss by fire has saved the insured from bankruptcy and inability to continue in business.

Preventable Fires: It has been said that the payment of losses is not the most important service an insurance company can render to its policyholders, that the most valuable service is to advise them carefully and thoroughly as to how to prevent fire losses. The reason for such statement is that a large percentage of fire losses is strictly preventable and a further considerable percentage is partly preventable. A detailed analysis of the fires which occurred in Iowa in 1915 demonstrated that 26.5% were strictly preventable and 45% partly preventable.

For the benefit of insurers and the insured a careful account is kept by all insurance companies of the causes of the fires that occur in which they are interested, and are reported by them to the National Board of Underwriters. At the end of the year these reports are collated and analyzed. The insurance companies are then advised of the result. Because of this and other information the insurance company has more information concerning the causes of preventable fires than it is possible for the individual to obtain from personal experience and observation. The insurance company is doing a valuable service to the insured in giving this information and in calling attention to any conditions in a risk which can be changed to reduce the fire hazards.

The Western Grain Dealers Insurance Ass'n has endeavored to inform its policyholders as fully as possible in regard to the preventable causes of fires, hoping thereby to be of service to the insured, by reducing the fire hazards, decreasing the number of fires and lessening the cost of insurance to our patrons.

In some instances, not many I am glad to say, the policyholder has objected to the association making suggestions regarding hazardous conditions, and assumed a resentful attitude, indicating that he considered our suggestions as interfering with his personal affairs. That is certainly a mistaken attitude, because every policyholder should be interested in eliminating all preventable causes of fire. It is surely against one's own interest to neglect to remove any probable cause of fire about his property, and carelessness in that respect is extremely unfair to the other policyholders in a mutual insurance company.

The Western Grain Dealers Mutual Fire Insurance Ass'n was organized in the year 1907 and like many other mutual insurance companies had a hard struggle for success at first. After two or three years, thanks to the loyalty of its members, it made steady growth and now has over six and a half millions of risks in force, has a fund of \$75,000 on hand and favorably compares with the best mutuals in this state. The Insurance Ass'n has succeeded beyond the highest expectations of those who had a part in its promotion, both as

to the amount of business done and the saving made to its patrons.

During the nine years it was organized, it has furnished its patrons with reliable insurance at a low cost. Its working plan is different from stock companies in this, no local agents are employed and in consequence a large amount is saved each year by not paying commissions to agents. The usual rate of commission to local agents for soliciting insurance, if paid on the premiums collected by this association during the nine years would amount to \$70,000. It would have amounted to \$19,000 in the year 1916. For that reason it is enabled to return larger dividends to its policyholders than would be possible otherwise. The dividends returned were 35% each year of the first four years, 30% the next year, 33½% each year the next three years and this year 45% is being returned on elevator and contents risk and 33½% on other classes of risks. The aggregate amount of dividends returned to policyholders is more than \$65,000. Policies of insurance aggregating \$5,441,146 were written in the year 1916, \$1,761,095 was written from Jan. 1, 1917, to April 1, 1917.

The percentage of fire losses and of expense has been gradually less since the first years. The fire loss was 46% in 1908, 31.6% in 1909, 42% in 1910, 35.6% in 1911, 36.4% in 1912, 25.2% in 1913, 47.4% in 1914, 18.5% in 1915 and 18% in 1916. The average per cent of fire loss during the last nine years was 43.2%.

The expense was 26.7% in 1908, 32.2% in 1909, 31.6% in 1910, 26.9% in 1911, 21.8% in 1912, 24% in 1913, 20% in 1914, 24.4% in 1915 and 20.5% in 1916. The average expense for the nine years was 25.4%. The average cost per thousand for the past nine years was \$11.48. The average cost for the five years last past was \$10.48 and the cost per thousand for 1916 was \$9.06.

Since its organization this association has paid for fire losses \$135,000. On more than one-half that amount the origin of the fire was reported as unknown.

While it may reasonably be expected that an occasional fire will occur the cause of which cannot be determined, more than fifty per cent is entirely out of proportion and would seem to indicate a lack of care and attention to the things that increase the fire hazard. In the year 1915 28.4% of the fires in Iowa in all classes of property was listed as "cause unknown." From which we find that the fires in grain elevators from unknown cause amount to nearly double the amount so listed on all classes of property in Iowa. An elevator burned with large loss reported cause unknown, yet inquiry disclosed that an odor of smoke had been noticed for two days before the fire, but was not thoroly investigated.

Individual carelessness is the greatest fire hazard.

The rating law has been repealed by the legislature. That law had not been in effect a sufficient length of time to fully determine whether it is equitable and a benefit to the insured. I believe it would have been wise to continue the law in force another two years. Several property owners who had been receiving preferential rates under the old law and obtained their insurance at less than cost, and under the rating law had to pay a higher rate, made such vigorous complaints that the members of the legislature evidently were persuaded that the rating law is unjust, altho the average cost of

Officers and Directors Western Grain Dealers Ass'n.



Left to right: Fred E. Trainer, Ackley; O. K. Morrison, South English; Sec'y Geo. A. Wells, Des Moines; Pres. S. W. Wilder, Cedar Rapids; Wm. Clausen, Wall Lake; L. W. Lawson, Rolfe.

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insurance in Iowa was less in the year 1916 than in previous years.

The repeal of the law will make less difference with us than it otherwise might, because we are writing elevator and grain insurance on our own schedule. When the rating law was enacted we filed our schedule with the Insurance Department and continued to write on that schedule, because the rate so made would be more equitable between our patrons in the business of handling grain. That is true because our inspectors understand the application of credits and deficiencies pertaining to grain elevators, better than those who do not make a specialty of that kind of work, and consequently would get the rate more uniform in respect to the various hazards.

On risks of the same general class, grain elevators for instance, the proper comparative rate is determined by taking the same rates in each case as a basis, and adding to that rate for hazard or deficiencies, and deducting the credits for less hazardous conditions.

By observation and experience it has been decided that what percent of the basis rate each thing or condition adds to the hazard or the absence of it lessens the hazard, so that a rate carefully arrived at in that way is equitable. That being the method used in determining the rate to be charged it is evident that the removal of any hazardous condition will operate to lessen the rate as well as to decrease the danger of loss.

Electric Power Hazard: It has been found that electric power improperly installed is very hazardous. It is also known that electric power installed right and cared for and maintained properly is less hazardous than gasoline. The matter of installing electric power is a technical question, which requires special knowledge of electricity and experience to understand. Electrical engineers of high standing have formulated regulations which have been adopted to govern the installation of electric power in elevators.

It must be evident that the men in the smaller towns who do electrical work cannot be depended on to do this class of work as it should be done, unless they are provided with special information in regard to the regulation adopted therefor.

The management of this association will be pleased to give to any of its policyholders who intend to install electric power such information as will enable them to have the work done right and so entitle them to a credit on the rate to be charged for insurance.

Where to place Insurance—Four important points are to be considered: safety, cost, manner of adjusting losses and promptness in making payment. Concerning the question of safety it is often stated that mutual insurance is not as safe

as in stock companies. That depends largely on the manner of doing the business and the financial condition of the mutual company.

A mutual insurance company organized on a proper basis, conducted in a careful manner and having a reasonable amount of surplus in addition to the reinsurance reserve required by law, ought to be and no doubt is, fully as safe as a company having a capital stock. It is argued that a policyholder in a mutual company is subject to special assessments. That might be true of a company that carries little if any surplus, but that danger is eliminated if a mutual company has a fund on hand equaling per thousand of insurance the amount considered safe for a capitalized company. As a matter of safety I believe a mutual company should have a sufficient amount of liquid assets to assure the prompt payment of all losses, without a possibility of having to resort to special assessments. A mutual insurance company so situated is safe security against loss by fire.

A further reason for an ample surplus is the use of the policies as collateral security. There has been some objection to mutual insurance policies as collateral. In case the company has a sufficient surplus that objection is overcome. The Federal Reserve Board is considering the question of accepting the policies of mutual insurance companies as collateral. It is fair to presume that the Bankers of Iowa will follow quite closely in line with its conclusion. It is evident that a policy in a company without funds would not be accepted as security. A mutual company carrying such a class of policies as the Western Grain Dealers Mutual Fire Insurance Ass'n is doing requires a larger reserve than those carrying a line of policies in smaller amounts. Care should be used to conduct the business so as not to impair the reserve. Special assessments are disastrous to the business of mutual insurance. It is detrimental to lessen the rate of dividends returned, and for that reason a rate of dividend should not at any time be made larger than can be maintained with certainty.

Cost is a secondary matter, altho quite important of course, and should be given consideration after the question of safety is settled. A strictly mutual company properly conducted furnishes insurance at the actual cost, below which we must agree it could not be carried.

Manner of Adjusting Losses: The law requires that an insurance company shall pay the losses covered by the policies, up to the amount named in the policy. However, there is a difference between the result of an adjustment of a loss on an equitable and honorable business basis, or taking advantage of technicalities and misunderstandings, of which the insured

had no thought until presented after the loss had occurred.

Prompt payment of losses. When property is destroyed by fire the owner in most instances is in need of payment without delay and oftentimes is sorely inconvenienced if the payment is postponed even for such time as is allowed by law.

The Western Grain Dealers Mutual Fire Insurance Ass'n now has on hand a fund of \$75,000.00 and has never made a special assessment. It has furnished protection to its policyholders at a much lower rate than was obtainable before its organization, especially on grain elevators and contents, and is now carrying insurance at actual cost, which is the bottom price.

In regard to the manner of adjusting losses, the fact that we have always endeavored to make the adjustments on a fair business basis and have never had a dispute with any policyholder over the amount due on a fire loss is sufficient evidence that the adjustments made have all been satisfactory.

Concerning the payment of losses, they have always been paid immediately when the amount due was determined, without the delay permitted by law.

Pres. Wilder announced the appointment of the following committees:

Auditing: E. W. Miller, Guthrie Center; J. E. Kennel, Tremont; F. E. Trainer, Ackley; Wm. Clausen, Clear Lake.

Nominations: L. Davis, Scranton; Senator J. A. White, Conroy; A. Brackney, Clemons; J. McDermott, Bridgewater; J. E. Mabie, Whitten.

Resolutions: S. J. Clausen, Clear Lake; H. W. Van Dyke, Winfield; Clark Brown, Des Moines; H. W. Cramer, Bagley; P. R. Frazier, Morrison.

In the absence of Chas. J. Brand of the Office of Markets, Geo. Livingston of the Dept. addressed the meeting on Federal Supervision of Grain Inspection and Regulations Under the Grain Grades Act. In the course of his address he said: The Bureau of Grain Standardization has collected sufficient data to establish the oats grades, but as the time is short before the new crop begins to move it seems inadvisable to attempt to take up oat grades for immediate adoption. The Federal grades for winter wheat will go into effect July 1 and for spring wheat Aug. 1.

We have detected some discrepancies



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between the grading in different markets, but as we progress these become fewer.

You may be interested in knowing that out of 269 appeals from the grading of corn, 71 were changed, 192 sustained and 6 were dismissed.

It is not a difficult matter to make an appeal. If not satisfied with the decision of the Supervisor, the grading may be appealed to the Board of Supervisors.

At present we have 32 supervision districts, but we expect to have more established.

In regard to interstate shipments of uninspected grain will say, that we are anxious to obtain the views of the trade as to what constitutes graded grain. Opinions differ as to what may be shipped as type or sample grain.

M. McFarlin: Can I ship corn to Missouri and bill it as white corn without inspection?

Mr. Livingston: We hope soon to have an opinion on this point.

Sec'y Wells: It was brot out at Chicago hearing that the numerals were the only part of grade nomenclature which can not be used in billing uninspected grain in interstate shipments.

Mr. Livingston: If you ship corn from a non-inspection point in Iowa to a non-inspection point in Mo. you can grade it under the rules, but if you can not agree with the Mo. buyer as to its grade, he could take the dispute up with the dept. All such shipments which are graded must be reported to the Sec'y of Agri.

In a shipment of corn from S. Dak. to Kansas via Omaha and inspected at Omaha, the Omaha inspection will control, unless the buyer appeals before the shipment leaves Omaha. If the shipment had been sent to Philadelphia and inspected at Chicago, the Chicago grading would be subject to review in Philadelphia. If you persist in misrepresenting graded corn you may have your name published. It is the purpose of the law to stop the use of all but the official grades.

If an Iowa shipper sells corn to a Mo. buyers "shipper's wts. and grades," and

the shipment is delayed until the grain deteriorates, even tho the buyer appeals to the Sec'y of Agri. he has no recourse unless he goes into court. The Sec'y can pass on the grade of the grain, not the terms of the contract.

C. D. Sturtevant, Omaha: I wrote my address before knowing of the Recommendations of the Advisory Com'ite, but I shall stick to my manuscript. From his address on Uniformity of Terminal Market Rules we take the following:

Uniformity of Terminal Market Rules.

In a discussion of the action of the Grain Dealers National Ass'n in attempting to secure uniformity in Trade Rules, it is necessary to bear in mind that the Ass'n, as its name indicates, is an organization strictly National in character, with a membership composed largely of country shippers in the producing territory and receivers in the consuming territory, with a small percentage of terminal market operators.

Taking into consideration this national character and the widely divergent interests represented in its membership, I believe it would be unwise to attempt to bring about uniformity in Trade Rules by asking any of the Exchanges to modify any of their rules:

1st. Which are purely local in character.
2nd. Which relate to the discipline or conduct of the membership, or

3rd. Which relate to future trading.
Our recommendations, like the name of the Ass'n, must relate to National matters only. The rules which we present must necessarily be of universal application, and any attempt to influence the Exchanges to change any rule not relating to cash grain transactions between country shippers or receivers and members of the Exchanges, will result in failure.

At the instance of the Grain Dealers National Ass'n, a meeting was held in Chicago last May under the auspices of the Council of Grain Exchanges, to take action on the question. The delegates at this meeting, after a lengthy discussion, decided it was impossible to make any recommendations owing to the voluminous nature of the work, and the meeting adjourned after requesting the Grain Dealers National Ass'n to make a compilation of the rules of the different Exchanges. This work was completed in November and consists of a comparison of the rules of the different exchanges on:

1. Settlements of over and under shipments.

2. Methods of reporting sales of consigned grain.
3. Arbitration.
4. Diverting shipments to other destinations.
5. Buying of consigned grain by the consignee.
6. What is meant by prompt, quick, and immediate shipment.

At the annual meeting of the Council of Grain Exchanges in Chicago Jan. 18th, 1917, a considerable time was devoted to a discussion of this question, resulting in a resolution instructing the Uniform Rules Committee of the Council of Grain Exchanges to co-operate with the Trade Rules Committee of the Grain Dealers Ass'n in compiling a set of rules acceptable to both organizations.

It is the purpose of these committees, in accordance with this resolution, to present to the next annual meeting of the Ass'n, a set of Trade Rules based upon the compilation of the exchange rules and the present Trade Rules of the Ass'n. We will at that time present such rules, as, in our opinion, will be acceptable to both organizations; if we can agree on only one rule we will offer that; if we can agree on more we will offer them. If our action meets with the approval of the Ass'n, the rules adopted will be presented at the next annual meeting of the Council, and when approved by them will be presented to the Exchanges for adoption. We feel this is the first definite step on the road to uniform rules.

The Trade Rules of the Grain Dealers National Ass'n as they now stand, are the reflection of many discussions and careful thought by the best minds in the grain business of the country, and with one or two exceptions, we believe these rules could be incorporated in the rules of the exchanges to the mutual benefit of the members of those exchanges and the country shippers. They express well established trade customs and are not in any way contrary to the rules of the exchanges, but have developed as customs without being formally adopted as rules. We will, therefore, use these rules as our starting point for uniformity, will eliminate from our recommendations such of these rules as, in our opinion, might not be acceptable to the exchanges, and will add such rules under the six headings mentioned, as in our opinion will meet the approval of all concerned.

We will not endeavor to secure uniformity in the rules relating to Interest, Commissions, or Time of Re-Inspection. **Interest on Advances:** The practice of charging interest upon advances against country shipments was inaugurated quite recently, and has been largely adopted by the exchanges. Without going into a discussion of the merits of the charge, I believe I am safe in saying that none of the



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exchanges which have adopted it would consider its cancellation and, therefore, the only way that uniformity could be obtained would be to ask those exchanges which do not now charge interest, to make the charge. This Committee feels it would be inconsistent for the Ass'n, composed as it is largely of country shippers, to make such a request. Interest rates in various cities differ. A grain dealer who buys your grain or a commission man who sells that grain in Des Moines has to pay a different rate of interest than a dealer in Chicago or St. Louis, and we therefore believe that the interest rules should not be included in our attempt to obtain uniformity. We do not want to ask any exchange to increase their charges and we think the different exchanges should be allowed to base their interest rates upon financial conditions in their city, as fairly reflecting the individuality of their market.

Commission Rules: The same line of reasoning applies also to the commission rules. Some of the exchanges have recently advanced their commission charges. Others have not done so. This committee believes there is no possibility of securing any reduction in the commission charges in those markets where the advance has been made, and an attempt to unify would mean that this Ass'n of shippers would place itself in the position of asking certain exchanges to increase their charges, and this, we also feel, would be inconsistent.

Reinspection of Overloaded Cars: On the question of delayed re-inspection we are at this time at the mercy of the Federal Dept. of Agrl. Under the rules of the Department, Federal Inspectors of grain are unable to furnish proper inspection certificates on more than 75% of the corn arriving at terminal markets owing to the fact that cars are loaded too full to allow the Inspector to obtain proper samples in accordance with the regulations of the department, so that while under the rules of the different exchanges some limit is placed upon the right of re-inspection, in actual practice most of the corn arriving at these terminals is now subject to re-inspection at the elevator no matter how long this may be after the arrival of the car.

It would be futile, therefore, at this time, for the National Ass'n to attempt to secure uniformity in the re-inspection rules. We hope the Federal Department will soon adjust their regulations so that final inspection may be had when the car first arrives on the inspection track. Until they do so the terminal market buyer has the right to re-inspect at the elevator on most of the corn and this will also apply to the wheat on July 1st and to oats as soon as the Department publishes the grades.

In conclusion, I think everyone feels that uniformity in trade rules would be

desirable. There is no reason why the country shipper in Iowa should not be in position to ship his grain to Omaha, St. Joseph, Kansas City, St. Louis, Cairo, Memphis, Peoria, Chicago, or Minneapolis, and be sure of having his contract interpreted by the receiver in any one of these markets upon substantially the same basis.

It is too much to ask of the country shipper that he should familiarize himself with the trade rules of each of the many markets to which his grain is tributary. I think the terminal markets appreciate this fact and I do not anticipate there will be any serious objection from them to reducing their rules to a uniform basis so long as the Ass'n does not attempt to encroach upon any of the matters which clearly should be left to the individual exchanges.

It will be the endeavor of this Committee to present to the exchanges a set of rules which will tend to clear their rules from existing ambiguity and which will be a benefit to the terminal market dealers as well as the country shippers, and I feel very sure that by following this method we can obtain the results which are so much desired by the members of this Ass'n as well as the Grain Dealers National Ass'n.

J. W. Holmquist: Fully 90% of the cars of grain arriving in Omaha are graded subject to reinspection upon arrival at the elevator. They are too full for proper sampling.

V. E. Butler: Director of the Grain Dealers National Fire Ins. Co., said he had been called to Toledo to formulate such uniform rules as would regulate the shipment of grain to terminal markets, and after careful study of grain exchange rules he had made the following recommendations:

Terminal Market Rules.

It was my understanding that it is the desire of the Advisory Committee to formulate such uniform rules as would seem best to cover shipments of grain to terminal markets, and regulate the commercial transactions as between members of exchanges and non-members, so that in the shipments of grain by non-members to the different exchanges of the country they might know under what condition and what rule would apply to such shipments, and that rules may be formulated whereby they would have equal rights in the disposal of their property with members of the exchanges.

In formulating these rules I have tried to avoid all questions possible in so far as the regulation of members of exchanges

by the exchanges themselves, only involving the member to the extent of clearing the intent of the rule as it applies to the non-member.

Diversion of Property: Under this rule the intent is to formulate a rule that would permit the forwarding of grain from one recognized exchange to another without permission of the consignor, always having in mind that the returns of the consignor must be based upon recognized Board of Trade, state or disinterested weighing departments, and that in case of diversion to interior points, consent in writing must be obtained from the consignor in order to relieve the consignee of any loss or damage occasioned by such diversion.

Interest: Under this rule we have taken the position that interest charges should accrue on grain consigned on open market from time draft is paid, for a period of time of eight calendar days from date of sale, at the current rate of interest charged within that market.

On sales to arrive we have taken the position that the shipper of grain has fulfilled his contract when grain has arrived and been inspected, and that the weighing thereof is only incidental to final settlement, it being reasonable to suppose that the shipper has filled his contract, or approximately so.

On grain sold on track, not subject to official inspection, we have taken the position that contract is filled when the grain is loaded.

Reporting Sales: In formulating this rule we have taken the position that it is essential to fairness that sales should be reported within a reasonable time for the reason that in many markets a blackboard record of sales is maintained, and that it is for the best interest of the trade that sales made under certain peculiar conditions, which may detract or add to the price of grain, should be known.

Principal and Agent, and Subsidiary Companies: We find but few rules bearing upon this subject. Some exchanges that have such rules say they shall not apply in case of exchange of cash property, by that confining the rule entirely to future trading. But, in the markets of Omaha and Minneapolis we find that they find it essential to have such rule apply to cash grain, believing it to be fair and necessary in order to make the market open and broad. We have formulated a rule to apply to all transactions. This rule applies entirely to membership of the different exchanges in the country, but is of benefit to a non-member.

Settlement of Over and Under Deliveries: We find in the rules of the different exchanges no great difference, excepting in the date of settlement, or the date of placing market value on over or under deliveries. We have arbitrarily fixed min-



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imum carloads in bushels as a basis for the reason that in cases where contents of cars are sold to arrive, the fluctuation in markets is very apt to make a difference in the size of cars delivered. These minimum bushel contents of cars will undoubtedly have to be amended to meet the requirements of the new proposed tariff.

Reinspection: Under this head we have formulated several rules, as we find great discrepancies between markets as to the rights of shippers or receivers. On page No. 1 the rule provides that grain shall be deemed to have been purchased by sample or grade, or by sample and grade, and establishes the fact that samples are official samples and that reinspection may be called by the buyer on such grain. This is the practice in all exchanges, but in some only by common consent.

Rule No. 2—We have tried to formulate a rule in which the seller guarantees the grade sold within a certain period for different grades on all consigned grain, and this rule only applies to consigned grain. There may be some objection to this rule, but we see no reason why the buyer of No. 4 grain or lower grades should not assume some of the obligations of the possibility of deterioration within certain limits of time, for the reason that such grain is bought largely for the purpose of conditioning and raising the grades and usually bought at a discount, sufficient to warrant the expense of handling and furnishing a profit for so doing.

Rule No. 3—Applies to grain bought to arrive from country points, and we have formulated two rules to apply and submit these without comments.

Rule No. 4—Applies to grain sold by sample from country points, which gives the buyer not to exceed forty-eight hours to accept or reject such grain.

Rule No. 5—Applies to the unloading of a car of grain and its acceptance, and in case car is claimed to be "plugged" reinspection may be called on that part of the car found to be below original inspection, and the acceptance of this off-grade grain at a price established by the disinterested committee; also provides for a penalty where cars are "plugged" and reported by a disinterested inspection department.

Rule No. 6—Provides that reinspection cannot be claimed on any grain after its first order to a delivery point, if re-ordered to some other point before reinspection is made.

Rule No. 7—Provides for the calling of reinspection on cars too full for thorough sampling or inspection at first inspection, and that such cars must be reinspected within a period of five calendar days or else settlement must be made at the original inspection.

This last rule is formulated to prevent

leaving overloaded cars to unload at the pleasure of the purchaser.

To Arrive—Time: The rules of the different exchanges are similar and we have only tried to make them definite and protect the buyer of grain to be delivered from country points, feeling that it is his right that he should be entitled to receive virgin grain upon such purchases.

Sale Record and Car Condition: But very few markets have any definite rules on this subject, and we have tried to formulate a rule that will furnish evidence to shippers that will be conclusive upon which to base claims for shortage.

Arbitration: Many of the markets have no provision in their arbitration rules whereby a non-member can arbitrate within the market, altho all of them provide for arbitration between members. It has been our purpose in formulating this rule, first to establish the fact that the Arbitration Committees of the different exchanges shall arbitrate all questions arising incident to the purchase or sale of any commodity when the trade is made on the basis of weights, grades or terms established by the exchange, and that such disputes arising between non-members and members shall be open to arbitration under certain conditions; and that the arbitration committees shall be relieved from responsibility by any non-member desiring arbitration; also providing that cases may be arbitrated within the exchange where a trade is made regardless of where delivery of property is made, provided both parties to the dispute agree to such arbitration.

It is the aim of this rule to give to non-members the privileges of the Boards of Arbitration, at the same cost of arbitration and under the same rules and by-laws that apply to individual members of the exchanges, also giving the Board of Arbitration the privilege of determining as to whether such demand for arbitration made by non-members is arbitrable. And that non-members shall present their cases through some member of the exchange and relieve that member from any liability in the award made in the case, and that such non-member shall furnish a good and sufficient bond to cover the cost in the case and the awards probable thereunder.

Arbitration Decisions: In this rule it has been our aim to make all awards a matter of record within the exchange and that all decisions should be made in writing to the parties in controversy, and placing a time limit within which settlement shall be made.

Arbitration Penalties: We have formulated no rule on this subject, believing it to be a matter of law as to whether penalties may be prescribed for non-compliance with decisions or a refusal to arbitrate, and believing it best to let such

questions be determined as a policy of the exchange.

Miscellaneous Subjects: Under this heading we have formulated two rules. A rule providing that payment shall be made on all purchases before two o'clock following the day the grain is unloaded, and also provides that grain must be unloaded on or before one hundred ninety-two hours (eight days) or the purchaser must advance 75% of the value of the grain to the seller. This gives the purchaser two days beyond the time of guarantee of the shipper as to conditions in which to make payment.

Rule No. 16 is one that perhaps is not called for under this compiling of rules, as there is no such other rule in any exchange except that of Omaha. Omaha recently opened up trading in futures in their market and this rule has only recently been adopted. However, it appeals to us as being reasonable and of equal protection to a non-member as well as a member in case of unauthorized trading, and would stop the indiscriminate solicitation of trade, in so far as corporations are concerned. I am of the opinion that the rule should go still further and include all co-partnerships and trades should not be accepted from one partner without the consent of both or more, if there are more interested in the concern.

Mr. Butler then read from the Recommendations of the Advisory Com'te of the Trade Rules Com'te of the G. D. N. A. After some discussion the meeting adjourned to 9 a. m. Wednesday.

Wednesday Morning Session.

The Wednesday morning session was called to order at 9:20 by Pres. Wilder, who announced that the discussion of the proposed Trade Rules would be continued.

Mr. Butler read the first proposal re the Diversion of Property:

(1) DIVERSION OF PROPERTY.

All consignees, receivers and buyers of grain, mill feed or seeds in this market members of the Exchange—or any firm or corporation duly represented in its membership, shall furnish the shipper at time of settlement an official weight certificate of some recognized Board of Trade, State or disinterested weighing department; provided, however, that such grain, mill feed or seeds may be diverted to interior points on written consent of the seller or consignor to accept the weight at delivery point, and when so diverted the settlement shall be accompanied by a sworn certificate of weight of the receiver at said interior destination; and provided further, that



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such sworn certificate shall contain or be accompanied by a complete and correct and true condition report, making careful narration of any leakage in cars, broken roofs, open doors and evidence of any recent repair and provided also that the same rules shall apply to terminal market sales and deliveries that do not contemplate publication of weights and inspection.

Adolph Gerstenberg, Chicago: We had a car of grain at the approach of the threatened strike which we could have diverted and obtained returns within five days. We wired the shipper for privilege to divert, but received no reply. That car was held up by the congestion following for 43 days.

C. Picket: St. Louis receivers divert a good deal of wheat to country millers whenever we think it is in the interest of the shipper. We would not divert to a point where we did not think the shipper would get good weights. We would not divert if the shipper insisted upon St. Louis weights and grades. Nine tenths of the shipments we receive are not accompanied by a letter. They know we understand what to do with it. They depend upon our judgment. If we had attempted to transfer the grain to get St. Louis weights the past winter, settlement would have been delayed for weeks and months. Cars were scarce. We have some grain in elevators now which has been delayed a month on account of cars are not obtainable.

C. Blaney: Omaha does not permit diversion of grain except that settlement be made on shippers weights.

Kansas City rules prohibit the diversion of the shippers grain.

H. A. Ross, Chicago: The provision for a "complete" seal record might get you into trouble, because no market can always give you a complete seal record. I think you would accomplish your purpose by omitting the word "complete."

Upon motion the word "complete" was omitted from the rule.

Mr. Butler read Rule 3 - Interest.

(D) INTEREST.

INTEREST ON CONSIGNMENT: On all grain, mill feed or seeds consigned to any member of the Exchange, or to any firm or corporation duly represented in its name, herein, when under the terms of said exchange, interest is charged on advances, interest may be charged on any sum advanced on such consignment at the current rate from the date on which such advances are made, to and including the date on which such consignments are unloaded, provided, however, that in no case shall interest be charged beyond a period of eight (8) calendar days from date of such sale, such current rate to be determined by the Finance Committee on the first day of each month and posted on the bulletin board in the Exchange room.

INTEREST ON "TO ARRIVE" SALES on all grain, mill feed and seeds purchased "to arrive" from country points subject to official weights or inspection, or both weights and inspection, by any member of the Exchange, or by any firm or corporation duly represented in its name, herein, when under the terms of said exchange, interest is charged on advances, interest may be charged on any sum advanced on such purchases at the current rate from the date on which such advances are made, to and including the date on which such grain arrives and is inspected; provided, however, that it shall not be required to charge this interest on purchases made in other terminal markets.

INTEREST ON TRACK SALES: Unless by specific contract, interest shall not be charged on any advances made on purchases of grain, mill feed or seeds, made on track at country points.

Mr. Wells raised the question as to when the title to property passed.

Mr. Gerstenberg: Title passes when the carrier employed by the shipper turns the grain over to the carrier designated by the buyer.

Philip Schiffman, Chicago: Reby 99 the Pennsylvania railroad announced that it

would take grain, W. H. Merritt & Co., but a lot of grain which was turned over to the Pennsylvania within 3 days. The next day the Pennsylvania refused to receive any grain. The grain left by Merritt was not unloaded until April 11 and he had to pay 80% of the value of the grain and the receivers stopped the interest on this proposition of their advances.

Mr. Holmqvist recommended the addition of "shippers weights and samples or grades" to the section relating to interest on track sales.

Mr. Butler read 3rd proposal - Reporting Sales.

(E) REPORTING SALES.

All sales of inbound track grain or seeds sold by grade or sample on the floor of the Exchange, must be reported in writing to the Secretary or Cash Grain Reporter, within fifteen (15) minutes after sale is made, the seller filing out slips provided by the Exchange, showing car number, kind of grain, price, and name of seller and buyer. These reports of sales shall be preserved by the Exchange where all members or reporters of the market may have access to them at any time. Daily market reports issued for the information of the trade shall not be of individual sales but of general sales as reported by the sellers. All reports of sales shall be open to investigation and certification by the Secretary upon the request of any competing member or any person that can show a property interest in the grain sold; provided that all requests be made in writing. In order that the report shall indicate clearly the character of grain or seed, members are required to state the color of sales of corn also in reporting sales covering excessive damage to note the words "Heavy Damage" also in reporting sales to go out "O. W. B." original Way Bill, which on this account command a premium to note the letters "O. W. B." also in reporting sales which on account of excess quality command a premium, to note the word "Choice", and in general to make such other notations in reporting sales as will indicate clearly the character of the grain or seed, or conditions surrounding the sale.

J. W. Holmqvist, Omaha: In wild markets or when receipts are particularly heavy it is physically impossible to report all sales within 15 minutes. The Omaha rules require sales to be reported within 5 minutes.

Mr. Butler: I have known of buyers requesting commission merchants to suppress the record of a sale until he had a chance to buy other cars. This makes for a narrow market. The information should be given to all promptly.

C. D. Shurleyton, Omaha: The rules goes too much into detail. "Heavy Damage" and "O. W. B." are unknown in most markets.

Geo. Booth, Chicago: I think the rule is all right, as it will help the shipper to learn what his grain bid on the market.

Consideration of the rules proposed by the Advisory Com'lte was suspended and the subject of "adequate weighing facilities" was discussed.

Sey. Wells: It is up to the shippers to demand the recognition of their weighing facilities under the Pomerene Law.

J. W. Radford, Chicago: I think the com'lts must pass upon what constitutes "adequate weighing facilities" before we can force the recognition of any scales.

Sey. Wells: I understand that some railroads contemplate refusing to accept elevator weights unless a hopper scale is installed on a heavy foundation on the ground floor and all grain from the hopper spouted direct to a shipping leg, which cannot be used for any work except loading cars. I wonder if Mr. Ross would consider that adequate weighing facilities.

Mr. Ross: It would be all right.

John Dower, St. Louis: I do not consider a track scale the equal of a hopper scale. The 20 lb. notches on the track scale beam show the opportunity for

error. The foundation is the necessary thing to accurate weights.

J. A. Schmitz, Chicago: The track scale requirements of the railroads have been considered by the scale fraternity. The railroads do not consider a car of grain a shipment until it is placed in the car. The average automatic scale operator is just as much in need of inspection as the scale itself. Hopper scales installed on the ground floor where the grain dealer can easily watch it are the best.

Scales in the cupola are all right if supported from the ground, but the spouting must be guarded closely against leaks.

No grain weighed in Chicago by our department is weighed over automatic scales, but 99% of the grain received is weighed over hopper scales. A carload hopper scale installed on a heavy foundation would be the preferable facility.

Too much carelessness exists in the recording of weights and in providing permanent books for recording the weights as taken.

S. J. Clausen, Clear Lake: For heaven's sake let us steer clear of the undesirable track scale. Country shippers cannot afford them and we do not want them.

John Dower: The impact of the loaded car on the bearings of the track scale soon impairs its accuracy, while the load is turned into the scale hopper gently and without damage to the scale bearings. Hopper scale weights are far preferable.

Wm. Clausen of the Auditing Com'te reported the Treasurer's report correct. Accepted.

C. N. Cox read the report of the Resolutions Com'lte and it was adopted.

Resolutions.

The Committee on Resolutions present their report herewith and move the adoption of the following resolutions:

Carload Minimums.

Be it Resolved by the Western Grain Dealers Ass'n that this Ass'n, through such channels as the President may see fit, address to the Railroad Companies and the Office of Markets and Rural Organization the following resolution:

Be it Resolved, that the Western Grain Dealers Ass'n strongly urges the adoption and the necessity of the adoption of such a schedule of minimum carloads as will allow the loading of a car in such a way as to leave at least thirty inches for sampling and still come within the prescribed minimum capacity.

Condemned Railroad Interpretation of "Adequate Weighing Facilities."

Be it Resolved by the Western Grain Dealers Ass'n in Convention assembled that the President, through the proper channels, address to the Railroad Companies the following resolution:

Be it Resolved, by the Western Grain Dealers Ass'n, that it is unequivocally opposed to the action of the carriers in attempting to interpret the term "adequate weighing facilities" as used in the Pomerene Bill of Lading in such a way as to exclude all other methods of weighing except track scales. That it considers such interpretation unfair, impractical and contrary to the plain intent of the statute and to this Ass'n's most strongly objects to any interpretation that will exclude correct weights obtained over standard automatic scales or other standard equipment properly inspected.

Local Meetings.

Be it Resolved, that it is the sense of this Ass'n that great benefits, educationally, are derived from local meetings. That such meetings are a strong factor in getting the members of the Ass'n together and in bringing to them a realization of the importance of keeping themselves thoroughly informed upon the live and important phases of the grain trade. That it expresses its appreciation of the active work of Secretary Wells along these lines during the past year and strongly recommends the holding of such local meetings during the coming year, particularly for the purpose of discussing uniform grades and terminal market rules and regulations and other subjects important to the grain trade.

Oppose Increased Commissions.

Be It Resolved, that this Ass'n go on record as opposed to the increased commission charges, recently adopted by the Chicago Board of Trade, and opposed to the method of fixing such charges; and recommends that all commission charges be determined on the basis of business instead of per cent of price.

Increased Production of Foodstuffs.

WHEREAS, the burden of feeding the world is now on the United States, and Whereas, the Western Grain Dealers Ass'n is vitally interested in the agricultural crisis which today confronts the food growers of the United States, and

Whereas, this Ass'n is located in the heart of the agricultural section of the nation and should command the most up-to-date information as to needs and methods of production, be it

Resolved, that the members of this Ass'n individually do promptly and well their part to impress upon the farmers of their immediate section, the stern necessity for greater economy, the elimination of waste by putting under cultivation every foot of available land and the utilisation of all equipment at their disposal to the end that our production may be increased to a volume that will materially aid in meeting the requirements of the existing crisis.

Changes In Market Rules Proposed.

Be It Resolved, by the Western Grain Dealers Ass'n in convention assembled, that it is the sense of this Ass'n that uniform trade rules should be adopted by and placed in operation in all Terminal Markets and Grain Exchanges; that this Ass'n give its hearty support and co-operation to the Grain Dealers National Ass'n in its efforts to accomplish this end and that this Ass'n by this resolution, express its entire approval of the proposed recommendations promulgated by the Advisory Committee of the Grain Dealers National Ass'n with the following changes to-wit:

1. Strike out the word "such" between the words "said" and "of" in the paragraph on "Interest on Consignments."

2. Strike out the words "at the point of shipment" between the words "value" and "on" in first paragraph of the division entitled "Settlement of Over and Under Deliveries."

3. Insert between the second and third paragraphs of the division entitled "Settlement of Over and Under Deliveries" the following paragraph, to-wit:

If there is any surplus on any contract of sale while there is outstanding any other unfilled contract between the same parties such surplus shall be applied on such unfilled contract.

4. That the second paragraph of the division entitled "Re-Inspection Time Allowed" be stricken out and the next paragraph amended by inserting before the beginning of said paragraph the words:

"When consigned grain is bought in car lots on the floor of the Exchanges on the basis of inspection, or"

5. That the second paragraph of the division entitled "To Arrive Time," be amended by striking out the word "shall" whenever it appears in the first three sentences of said paragraph and inserting in lieu thereof in each instance the word "may."

6. That there be added at the end of the second paragraph of the division entitled "Arbitration" the following words: "Against the members of the Committee by reason of their acts."

WHEREAS this Ass'n is just completing one of the most successful and well attended meetings it has ever held, and

Whereas the spirit of hospitality, entertainment and good cheer has been met on every side, now therefore, be it

Resolved, that this Ass'n express its thanks and thoro appreciation of the untiring efforts of the officers of this Ass'n for the work they have done in connection with this meeting; That the grain trade of Des Moines be thanked for its open handed hospitality; That the Chamber of Commerce of the City of Des Moines be assured of our appreciation of the warm reception and fine entertainment it prepared for us; and that the speakers upon the program and also those at the banquet be especially thanked for the interesting, able and enterprising presentations of their respective subjects.

The Mutual Fire Insurance Ass'n.

Be It Resolved, that this Ass'n takes pride in the excellent showing made by the Western Grain Dealers Mutual Fire Insurance Ass'n during the past year and its steady progress throughout its entire history and we most heartily recommend that the individual members of this Ass'n should give it their united support and patronage.

Lee Davis of the Nominating Com'te reported the renomination of the old officers, put the motion on its acceptance and it was carried, so the officers for the ensuing year will be as follows:

Pres. S. W. Wilder, Cedar Rapids; Vice-Pres. O. K. Morrison, South English; Secy.-Treasur. Geo. A. Wells, Des Moines.

Directors: L. W. Larson, Rolfe; R. W. Miller, Guthrie Center; F. E. Trainer, Ackley; Wm. Clausen, Wall Lake and J. E. Kennell, Fremont.

Adjourned sine die

Iowa Convention Notes.

All sessions were well attended.

Geo. W. Cole came all the way from Bushnell, Ill.

Gerald Joe Schmidt was a large part of the Chicago delegation.

The total number registered at noon of the second day was 301.

O. H. Holland, assistant to Secy. Wells, took care of the registration.

Lee Savage of Marshall Hall Grain Co. was the only St. Joseph, Mo., representative.

Rosenbaum Bros. distributed schedules of the new grain commission rates of the Chicago Board of Trade.

J. W. Holmqvist, W. M. Browning, and W. P. Shepard of Merriam Commission Co. were there from Omaha.

The National colors decorated the pro grams, and Old Glory in colors on the banquet menu help all sing America.

Ben Lockwood, ex pres. of the National Ass'n, and now living at Rapid City, Neb., was welcomed by many old time friends.

Milwaukee was represented by E. A. Armstrong of W. M. Bell & Co. and Geo. O. Strom, Humboldt, Ia., representing Taylor & Bourneique Co.

Kansas City was represented by W. M. Huff, L. A. Fuller of the Thresher Fuller Grain Co., K. G. Irons, and Marshall C. Bruce of Bruce Bros. Grain Co.

People representatives present were Guy F. Lake, E. E. Miller, F. W. Mueller, of Mueller Grain Co., C. W. Perry, J. A. Waring, and E. H. Young, of Harwood Young Co.

Pencils were distributed by C. R. Boots, Lee Lockwood, Hawkeye Portland Cement Co.; J. R. Murrell; Lee Savage, Marshall Hall Grain Co.; Geo. O. Strom, Taylor & Bourneique Co.

Machinery and supplies representatives present were W. M. Bartlett, Des Moines; V. F. Butler, Grain Dealers Fire Insurance; H. R. Miller, Richardson Scale Co.; N. C. Simott, Minneapolis; E. K. Stoddard, Des Moines, and Chas. N. Ward, Union Iron Works.

St. Louis Boosters were J. O. Ballard; Frank Bubb, and Geo. Martin of Goffe & Carpenter Co.; J. M. Chilton; F. F. Daly; John Dower, Supervisor of Weights, Merchants Exchange; John H. Herron, Elmore-Schultz Grain Co.; Ed. House, E. F. Jollison, Langenberg Bros. Grain Co.; H. F. Ketchem; R. C. King, Nanson Commission Co.; Harry C. Nolan; Erich Pickler of Pickler & Beardsley Commission Co.; J. W. Outlier; Zeb Owings, Toberman Mackey & Co.; Aderton Samuel; and F. J. Sommer.

Chicago was well represented by James M. Adam, Rosenbaum Brothers; Jas. H. Barrett, G. E. Booth, L. F. Gates, and R. E. Disbrow, representing Lamson Bros. & Co.; Wm. Bates, H. B. Beatty; H. T. Bickel, Harris-Winthrop & Co.; Wm.

Christy, J. H. Dole & Co.; P. H. Schilllin and R. C. Cool, Philip Schilllin & Co.; C. L. Douglass, E. W. Bailey & Co.; J. J. French, E. W. Wagner & Co.; H. A. Foss, Board of Trade Weightmaster; Adolph Gerstenberg and son Raymond, and A. J. Moore, Gerstenberg & Co.; H. T. Harvey, W. H. Perine & Co.; J. S. Riordan; Wm. Simons and R. K. Rice, Sawyers Grain Co.; W. W. Sylvester and R. R. Timberlake, Bridge & Leonard; and H. A. Wiese, Simons, Day & Company.

Iowa dealers present were: W. L. Anderson, Pocahontas; Wm. Beadle, Fairview; N. S. Boats, Thuma; C. G. Biddison, Leon; C. H. Boots, Elkhardt; H. C. Brand, Fort Dodge; V. Bracken, Clinton; Charles T. Brown, Wyman; W. B. Burt, Ottumwa; Alfred H. Busch, Marshalltown; S. J. Chapman, Clear Lake; H. L. Cook, Marshalltown; Frank A. Coxsey, Fort Dodge; W. Crawford, Oels, C. A. C. Davis, Tipton; W. N. Conroy, Minburn; L. Davis, Scranton; M. W. DeWolf, Spencer; C. Denehy, Cedar Rapids; W. H. Day, Croaker; W. H. Dibner, Davenport; H. H. Dingman, Indianola; L. O. Eason, Waukon; W. L. Farrel, Crookertown; D. L. Fowler, Paton; P. R. Frazer, Morrison; R. A. Frazer, Nevada; V. P. Frazer, Palmer; A. D. Freed, Kellogg; A. W. Fronting, Webster City; B. J. Funk, Clinton; W. G. Gandy, Tabor; D. L. Gudwin, A. F. Goding, Cedar City; Wm. Griffith, Riverside; P. J. Hinchliffe, Elkhart; H. C. Hale, Shelly; C. L. Harris, Williamsburg; F. J. Harvey, Gowles; A. D. Hayes, New London; C. J. Heaton, Newburg; Bert Heekin, Cedar Rapids; Frank Hinckley, Bradford; Albert Hinsley, Gilbert; H. E. Jones, Carroll; A. Johnson, Melrose; A. C. Jurgenson, Ottumwa; J. H. Keenell, Fremont; F. M. Keenoy, Woodburn; H. F. Kester, Huber; H. W. Kester, Lovillia; J. A. King, Nevada; C. S. Knudsen, Industry; August Law, Klemme; C. Lundquist, Madrid; W. J. Lynch, Green Mountain; L. C. Lyons, Marion; Wadsworth; M. B. Marx, Pocahontas; F. D. McMilligan, Jefferson; H. R. McMurtry, Cedar Rapids; John McMurtry, Bridgewater; W. H. McDowell, Alexander; J. K. McTavish, O. C. Miller, Yankton; R. C. Miller, Ottumwa; H. C. Morgan, Allerton; J. A. Morehouse, Clinton; C. O. Morrison, South English; J. R. Murrell, Jea, Cedar Rapids; A. M. Nelson, Marion; E. W. Peterson, Burlington; R. Noutton, Cora (P. O. Franklin); Jim Nessen, Hollund; Hoyt Patterson, State Center; D. J. Peters, Wellsville; Frank O'Hearn, Fort Dodge; John Riedy, Winthrop; F. D. Richardson, Ponca; Abner E. W. Roberts, Evelyn; A. H. Rooney, Melbourne; M. C. Rucker, Gladbrook; L. P. Schowalter, W. H. Sodger, Algoma; W. G. Sherman, Ryerton; B. G. Sherwood, Wall Lake; Cha. Shermer, Woonsocket; M. F. Soderlund, Madrid; E. M. Snay, Kunkle; Q. H. Stiegeler, Ulm; A. N. Stiebel, Algoma; O. A. Talbot, Kunkle; R. H. Tidemann, Ponca; F. V. White, Kunkle; H. H. Prester, Radford; Fred B. Prather, Audley; H. W. Van Dyke, Winfield; J. P. Watson, Kamper; H. W. Wanger, Guernsey; Joe White, Neponset; E. J. Wiese, Burlington; W. W. Wilder, Cedar Rapids.

Entertainment.

In the evening of the first day about 300 delegates gathered at the banquet hall of the Chamber of Commerce where a wholesome meal was served. It was flavored with some excellent music which made the feet of some of the grain men as nervous as the market that day. A singing entertainer also pleased the audience with her rendition of some of the late rags, and her warm caresses.

Clifford V. Cox, toastingmaster, made a few witty remarks at the expense of some of those assembled, and then introduced the first speaker of the evening, R. C. Eikenberry, Camden, O., pres. of the Grain Dealers National Ass'n, who entertained his auditors for an hour.

Toastingmaster Cox then introduced Freight Agent Ray of the Rock Island who created a pleasing diversion from the seriousness of the evening by telling a few pointed stories which were highly appreciated.

John T. Fletcher, vise-pres. of the Fort Dearborn National Bank, Chicago, delivered a stirring address on the Signs of the Time in a most forceful manner and won frequent applause.

The GRAIN DEALERS JOURNAL.

Elevator Observations.

BY TRAVELER.

AN EXPENSIVE MIXTURE: Whiskey and business won't mix; and the grain dealer who tries to combine card playing in the office during business hours with his other duties will find that the same rule holds good. Don't try it.

NEAT SURROUNDINGS: If the elevator operators at Norwich, Kans., desire the information (and it can safely be said that there is need for the practice of the art), they can doubtless learn from the agent of the Missouri Pacific Ry. at that point just how to keep things clean. The station and its surroundings differ so much from the ordinary appearance of such places that the agent would almost have cause to fear that he may be taken from his job and put into something better.

SIGNS, not signs of the times, but advertising signs. Why does not every elevator owner use this cheapest of all forms of publicity to let possible customers know who he is and what he does? A stranger might be led to think that many grain men are ashamed of the business in which they are engaged, and do not wish to have it become common knowledge. That is not the case, of course, but it has been repeatedly demonstrated that it pays to advertise, and a readable sign on the elevator offers a method which will keep the information always before the interested public, and its first cost is its only cost. The line house which does not use this method will find that many of its stations become known locally as "Smith's elevator" (after the name of the local agent) and that the identity of the real owner hardly becomes known to the people of the community.

A CLEAN PLANT: So frequently does one see dirty elevators that he becomes rather used to the sight, and hardly expects anything else. But when a clean house is found the contrast is so marked that it is impossible to refrain from making some comment. R. M. Todd, who manages the Farmers Grain, Stock & Mercantile Co.'s business at Halstead, Kan., has a clean plant. It would be possible to go into detail and to state just what this state of cleanliness consists of, but what's the use—it's clean (inside, outside, and on all sides) and that is saying considerable.

Moreover, Mr. Todd states that he has had charge of this plant since it was built 12 years ago, and that in but one season (the panic year of 1907) has he failed to return a neat profit to the stockholders. Perhaps a thorough investigation would show that there is some connection between that matter of money making and his habit of tidiness.

In passing it may be said that many elevators which have been in operation only one year have more dirt on every hand than this twelve-year-old plant.

SAFE APPROACH TO ELEVATOR: At the plant of the Newton Milling & Eltr. Co., at Newton, Kan., the elevator driveway floor is so high above the ground level that a great deal of grading was necessary to provide satisfactory approaches. The grade was made long enough to give an easy incline and 8 inch concrete walls were built to the proper height for retaining the dirt. Into the top of these walls iron pipes (evidently old boiler tubes about 4 in. in diameter) were placed, the pipes becoming posts to support a railing of the same size tubes.

The whole is built solidly and substantially, and every possible precaution has been taken to make it strong enough to prevent any frightened teams from causing serious damage to themselves, the wagon to which they may be hitched, or to the innocent bystander.

The same company's office also presents some desirable features. One enters through the outer doorway to find himself in a spacious hall, floored with hard wood, and at his left he sees a neatly painted wall in which are several doors. Above each door is a glass plate upon which is printed the name of the man whom one may expect to find in that room; and his official title is plainly set forth. Then, lest the visitor be constrained to turn back upon seeing a closed door, each one bears the legend "Walk In." The paint which forms every letter seems to mean just what it says—and there is no disappointment waiting on the other side of the door.

AN EFFICIENT AGENT.—There is a class of line house agents who never do any more than they consider absolutely necessary to hold their jobs, and these can hardly look for promotion. There is another class, small in numbers, whose members seem never to ask themselves whether they are paid to do certain things, but who go ahead, day after day, conducting the business which is under their care just as if it were their own property. They are really efficient men, keeping the plant in excellent shape and making their office records to show conditions in an admirable fashion. These men seldom get as much money as their ability and earnestness entitle them to have. Or, if they are receiving as high a salary as the volume of business will justify, then they are not in a position as good as they deserve.

In a certain small town there is a line house agent, whose books will show instantly almost any items of information which himself or his superiors may ever wish to know, and some things which he can learn in five minutes would require two weeks for the average country dealer to ascertain from his books, and many could never figure them out. His plant is clean throughout, the ground outside is skinned for a distance of several feet, there are no little odd jobs of repair work waiting for correction, and here and there a visitor sees numerous little conveniences which give unmistakable evidence of constant thoughtfulness.

Still more vital than all else are these facts: His shrinkage on the past year's business was only two-thirds of one per cent; and he has handled 30M. bus. of grain and almost \$8,000 worth of flour and feed with a total expenditure for incidental expenses of about \$75. This includes the cost of gasoline, oil, ordinary repairs, unloading cars of flour and feed, drayage, and every other thing which was paid for at the local station. Whenever it comes about that every country elevator is conducted at proportionate expense no greater than this the time will also have come when there will be no cause for fault finding.

STOCK CARS are sheathed with boards by the Farmers Elevator Co., of Ludlow, Ill., and used for grain shipments on account of the scarcity of cars.

GRAIN ELEVATOR plans for enormous storage capacity are being drawn for Western Siberia, and it is expected that the State Bank, which has charge of the improvement of Siberia, will grant concessions for their erection.

Patriotism Begins at Home.

In emergencies it may be necessary for some patriots to unyoke the oxen and leave the plow standing in the furrow, but the lasting support of the nation requires efficient patriots to keep the plows going. The soil supports the corn; corn supports animals; corn and animals support an army; and "armies fight on their bellies." Let us properly care for the goose that lays the golden egg.

Whether corn prices are high or low, the farmer's profit depends on obtaining large acre yields. Large acre yields reduce the expense of both labor and land. It is remarkable that acre yields are increasing most rapidly in the states southeast and the states north and west of the corn belt states. These increased acre yields are largely due to earlier and thicker planting of better seed corn. Unnecessary losses from planting poor seed corn are diminishing as it is becoming better realized that neither frosts nor droughts can exterminate good acclimated varieties if sufficient seed be saved from good crops to last until another good crop is obtained. Good seed corn will retain its powers of germination and production for four or five years.

With due care in preparing land and with proper seed corn, plantings should be made several weeks earlier than is usually practiced in the northern states. Enormous losses due to failure of the corn crop to mature can be largely prevented by earlier planting. It has become customary to delay corn planting until the soil is warm, because poor seed will rot in cold soil. The proper kind of seed corn can be planted before danger from frosts is past. Spring frosts do not seriously damage very early planted corn. One fall frost is worse than three spring frosts. The earliest plantings mature earliest and usually produce the largest and best crops.

While it may not always be advisable to plant "one for the blackbird, one for the crow, one for the cutworm, and three for to grow," it is advisable even with the best of seed to plant two or three kernels for every stalk desired. Some of the young plants will be destroyed. It is very much better and more profitable to pull out the weaker and superfluous plants than to attempt to get good results by replanting. Replanting very seldom gives good results. Thick planting and pulling out the weaker stalks increase the chance of obtaining good yields.—C. P. Hartley, in Charge of Corn Investigations, U. S. Dept. of Agri.

Deny Increase of Grain Rates.

Increased rates from the Chicago district to points east of Buffalo on rail-lake-and-rail shipments of grain and grain products were denied the carriers in a decision given by the Interstate Commerce Commission on April 18. Joint thru rail-lake-and-rail rates were required to be established, but no thru rates were specifically prescribed by the Commission in its decision.

The complaints in this case were filed by the Chicago Board of Trade, the Milwaukee Chamber of Commerce, and the St. Louis Merchants Exchange. The decision of the Commission is regarded by J. S. Brown, transportation mgr. of the Chicago Board of Trade, as a distinct victory for the organizations fighting the increase. It affects about 4,000 cars a year, and should the decision have been adverse, these would have been sent east from Chicago by rail instead of lake, in all cases possible.

The Embargoes.

New York Central placed an embargo on grain shipments east of Cleveland on April 14.

Mich. Cen. embargo placed Jan. 18 on freight for delivery on Grand Trunk Ry. tracks at Detroit, for points beyond, is removed.

Penna. lines, effective April 19, embargo grain of all kinds from all points billed to Altoona, or Renovo, Pa., for re-consignment.

N. Y., C. & St. L. embargo on carload freight for points on or via the W. & L. E. R. R. routed via Cleveland of Bellevue, O., is removed.

Restrictions issued by the Rhode Island state board of agriculture Oct. 26, 1915, account foot and mouth disease quarantine, are removed.

Penn. R. R. embargo, as revised Feb. 9, is further revised to permit acceptance of carload freight at piers 4, 5, 27, 28 and 29, at 37th St. station, New York.

B. & O. revises embargo of Jan. 16 to embargo carload freight for connections at Youngstown, O., except field and garden seeds, fertilizer, seed grain, etc.

P. & L. E. R. R., effective Apr. 5, revises embargo of Mar. 21 to prohibit acceptance of any freight destined to points east of or via Western Maryland R. R.

B. & M., effective Apr. 10, placed embargo on all freight for export at port of Boston except that authorized by the commercial agent of Chamber of Commerce, Boston, Mass.

B. & O. R. R., Apr. 10, embargoed all shipments of carload freight routing to the Erie R. R. at Akron, O., except food for animal consumption, field seeds, seed grain, garden seeds, fertilizers, etc.

Penna. lines embargo, as revised Feb. 19, on freight destined to or thru the port of Philadelphia, is extended April 14 to cover shipments of oats consigned Philadelphia, Pa., when no specific delivery is shown.

G. T. R. R. embargo, as revised Mar. 8, is modified to permit acceptance of mixed livestock feed from points west of the Detroit and St. Clair rivers for points east thereof destined to points on the G. T. R. R. and C. V. R. R.

I. C. R. R., effective Apr. 14, embargoed all shipments of grain from connections at Chicago billed in care I. C. R. R. or C. C. & St. L. R. R. for transfer at Chicago, or Fordham to secure Chicago Board of Trade weights. Cars in transit will not be accepted.

N. Y. C., effective Apr. 8, embargoed carload freight from connections at junctions of the line west of Buffalo and Clearfield, Pa., for delivery at stations on the N. Y. C. B. & A., or B. & M. R. R. east of Buffalo, the destination of which is to be changed before arrival at Buffalo, N. Y., or West Seneca, N. Y., except foodstuffs and feed for animals, field seeds, seed grain, fertilizers, etc.

N. Y. C. & St. L. R. R., effective Apr. 14, placed an embargo on eastbound freight originating on connecting lines' tracks outside of switching districts of N. Y. C. & St. L. destined to points east of Buffalo, N. Y., except feed for animals and poultry billed as such, and grain products for human consumption, not including grain. Shipments of grain billed to Buffalo are accepted when specifically consigned for unloading into elevators at Buffalo.

Demurrage Rates Advanced.

Demurrage rates will be changed May 1, the Interstate Commerce Commission granting the carriers the permission to publish the changes, effective on 5 days' notice. The new rates will be on the following basis:

After the expiration of free time, \$2 per car for each of the first 5 days; \$5 per car for the sixth and each day thereafter.

The principle of the average agreement is to remain unchanged; that is, 5 days' demurrage (\$10) on any one car may be cancelled by the application of credits of \$2 each on 5 cars released within the first 24 hours of free time.

Track storage charges will remain in effect as at present, except that the demurrage and track storage charges combined shall not exceed \$8 for each of the first 3 days after the expiration of free time, \$4 for the fourth or fifth day, and \$5 for the sixth or each succeeding day.

This new basis will continue in force one year, unless sooner changed, cancelled or extended.

The Illinois state public utilities commission has also authorized the publication of these new charges, on the same basis as the Interstate Commerce Commission.

GRAIN amounting to 1,116 cars was shipped this year from Gravelbourg, Sask., Canada, a town of less than 500 population. Last year 1,810 cars were shipped. The estimated value of this year's shipments is \$2,000,000.

Steel Tank Grain Car.

To meet the demands of the trade for better equipment for the transportation of all kinds of bulk grain the steel tank car shown in the engraving herewith has been invented by M. E. Sherman. The car is cylindrical except that each half is provided with a hopper bottom. The valves which open and close the hopper bottoms are controlled by levers on the outside and top of car. Opening the valve allows the grain to run out without labor of shoveling, in less than 3 minutes.

To load the car it is only necessary to close and lock the valve levers, insert the loading spout in the loading dome and turn on the grain. No coopering is needed. Other advantages over the box car are that no grain doors need be built and no cracks be calked with burlap or paper. The capacities of the cars will range from 1,000 to 2,000 bus.

The dome is three to four feet in diameter, which permits the use of a bifurcated loading spout, and large enough to admit the sampler if the car is not too full, in which case the sampling would have to be done entirely with the plunger, making probes in three different directions in each hopper. The valves are water tight, preventing damage by water or snow, and are leak proof, ensuring the delivery of all the grain at destination.

A number of other commodities may be handled in this car such as beans, nuts and rice, that are granular and will flow thru small openings.

All the great industries of the country are already supplied with special equipment to suit the needs of their particular trades; the great packing plants have their meat cars; the cattle men their cattle cars; the coal miners their coal cars; the oil producers their tank cars; the fruit shippers their fruit cars; the meat and produce dealers their refrigerator cars; the automobile manufacturers their automobile cars; the furniture factories their furniture cars, and so on down the list, while the grain shipper is still trying to get along with any old box car when he can get it.

HUNTING CLUBS have been urged to farm their lands this year by Geo. H. High, Chicago, of the Grand Island lodge. His club owns 4,200 acres of land in the Illinois river which will be tilled this year for the first time.



Steel Tank Grain Car.

Seeds

STRAHAN, IA., Apr. 14.—Red clover badly killed in this section.—Salyers & Kayton.

LITTLE ROCK, Ark.—A wholesale seed and feed store has been opened by Comaster & Hill.

MILWAUKEE, Wis.—L. Teweles Seed Co. intends to erect a new fireproof seed warehouse.

BLANCHARD, IA.—The Farmers Elvtr. Co. is considering the erection of a seed house here.

JACOT & MULLEN, INC., New York City, has installed a Monitor Seed Polisher, cleaner and grader in their plant.

BILLINGS, Mont.—The Yellowstone Farmers' Co-operative Seed Co. has been organized with a capital stock of \$40,000.

THE VALIDITY of the Tennessee Pure Seed Law enacted in 1909 is sustained in an opinion handed down by the Supreme Court of the state.

SPRINGFIELD, ILL.—Further action on the Lantz pure seed bill is expected in the near future. It has been favorably reported by the Senate com'ite.

MILWAUKEE's newly appointed com'ite on arbitration for grass and clover seeds is composed of J. J. Crandall, F. W. Kellogg, Walter C. Holstein, Hugo Teweles, and J. V. Lauer.

FILER, Ida.—A new warehouse to handle clover seed, beans and peas is to be built by the Filer Seed Co., which also contemplates the erection of a 50,000-bu. concrete elevator.

EVANSVILLE, IND.—A large number of farmers in southern Indiana are arranging to plant alfalfa this year. This crop is increased some each year in this section of the state.—C.

SPRING WHEAT SEED distribution is urged in a telegram by Sec'y A. P. Husband of the Millers National Federation to Secretary of Agriculture Houston. The threatened shortage is pointed out, and it is urged that good seed be brou in from Canada if necessary into the spring wheat belt in the Northwest.

GARRISON, N. DAK., Apr. 19.—Alfalfa was exceptionally fine and timothy fair last year. We do not raise clover seed or blue grass here. There will be but a very small amount of seed carried over. We are already short most of the seed needed in this locality.—T. L. Stanley, mgr. Missouri Slope Seed Co.

CLEANING WHEAT on the farm pays. A farmer of Clark, S. D., took a quantity of wheat to an elevator and it graded No. 4. He cleaned the next lot before marketing it, taking 7 bus. of weed seeds and shrunken grain from it. It graded No. 1 Northern, and the difference in price per bu. of the two grades was 16 cents.

DENVER, CO., Aug. 17.—We have been very busy in the seed business, as this year seems to surpass any previous year. Everything is in big demand and prices are firm and advancing; stocks are being cleaned up, and customers seem willing to pay almost any price, just so they get the goods. A great deal of enthusiasm is being shown in all the towns especially the suburbs, to plant vacant lots and back yard gardens, and everyone seems to do his "bit" in every way possible.—A. J. Morgan, The Barteldes Seed Co.

TOLEDO, O.—Clover lost ground this week. Lack of demand. Shipments light, 1,341 bags this week against 4,498 year ago. Bears making capital of large carry-over. It will amount to a third as much as total season's shipments. Shipments to date 8,500 bags under receipts. Year ago they were almost as large as receipts. Season nearly over. Little hope for any considerable demand from now on.—Southworth & Co.

GRAND FORKS, N. D.—The up-to-date seed house, for which J. D. Bacon recently let contract to T. E. Iberson, will have 3 legs, 20 bins equipped with motor power, 2 cleaners, car shovel, puller, feed mill, platform dump scale, and other devices to make this an up-to-date plant. Special machinery will be installed for the cleaning and handling of seed. This house will replace the one which burned a short time ago.

TOLEDO, O.—Timothy seed has advanced more than clover. Iowa is the king producer, Missouri, second. Iowa has bought new crop futures here. State report there indicates severe winter-killing. Considerable has been plowed up and put into grains. Last crop was large and mostly good quality. Carry over will be liberal. Germany will probably import freely when peace comes. Timothy looks reasonable considering prices of other farm products.—C. A. King & Co.

EVANSVILLE, IND.—Many of the farmers are arranging to experiment with navy beans this spring and summer. A large acreage will be planted in Pike as well as in adjoining counties. Soy beans will be planted by many southern Indiana farmers this season in the place of navy beans. The county agent of Gibson county is urging the farmers to plant a large acreage of navy and kidney beans this year as both will be in great demand next winter, he argues and will bring high prices.—C.

ALL SURPLUS SEED must be located and distributed so no land fit for cultivation will lie idle for lack of seed. This is the gist of a bulletin issued by the U. S. Department of Agriculture. In Wisconsin the Department of Agriculture at the state capitol is designated for a clearing house for all seeds, to act in co-operation with the U. S. Department of Agriculture. Information is particularly desired regarding the surplus supply of spring wheat, spring rye, beans, buckwheat, seed corn, giving variety and where grown, clover seed, timothy, alsike, millet, and soy beans.

TOLEDO, O.—We repeat that if war ends shortly Europe will need an immense amount of seed. What America holds in all positions would be but a drop in the bucket. Our opinion is the bulk of it is in the show windows in Toledo. If this country does not repeat (two big crops in succession being very unusual) next year's stocks likely to be small, as Europe cannot be depended on to furnish any of consequence if war continues another year. Interest in the new crop future very keen. Trade in October has been very large as compared with previous years at this time of year. The price of ten dollars and over looks tempting and some have sold it. More times the average price at this time of year has been between eight and nine dollars, and even below eight dollars. The buyers of October figure the next crop in this country won't be a large one, say it is possible old stocks will be cleaned up, and that high prices are fashionable.—J. F. Zahm & Co.

Imports and Exports of Seeds.

Imports and exports of seeds during February, 1917, compared with February, 1916, and for the eight months ending with February, 1917, compared with the corresponding period ending February, 1916, as reported by E. E. Pratt, chief Bureau of Foreign and Domestic Commerce, were as follows:

	IMPORTS.		
	February, 1916.	1917.	8 mos. ending Feb. 1916.
Castor beans, bus.	124,307	77,474	418,852
Flaxseed, bus.	927,054	308,266	10,573,951
Red clover, lbs.	8,802,880	526,834	19,909,819
Other clovers, lbs.	1,571,575	929,719	6,844,227
Other grasses, lbs.	1,783,519	880,759	6,327,866
			6,467,109
	EXPORTS.		
Clover, lbs.	881,689	582,138	5,478,918
Timothy, lbs.	2,051,299	1,697,166	10,995,846
Other grasses, lbs.	369,354	848,068	2,555,703
Cotton, lbs.	67,750	138,621	1,932,031
Flaxseed, bus.	24	55	1,369
			487

Tennessee Seed Law Sustained.

The Supreme Court of Tennessee on Mar. 10, 1917, reversed the decision of the criminal court of Davidson County and upheld the validity of the Tennessee pure seed law under which Duncan McKay and others had been indicted.

Defendants alleged the law was unconstitutional in that it exempted farmers; that the provision that the locality where the seed was grown should be stated on the label was impracticable and that the clause providing that no one should be convicted under the act if he is able to show that weed seeds named in section 3 are present in quantities of not more than 1 in 10,000, is a violation of the due process of law clause of the federal constitution.

The supreme court held none of these objections well taken, and with regard to the exemption of the farmer, said:

We do not believe that it in any wise partakes of the arbitrary to say that one method of regulation may be applied to the market dealer without its reaching to sales of seed by a farmer to his tenant, his cropper, or his neighbor, or another farmer, for the reason that such seeds are sold where grown, and under conditions that give the purchaser a fair opportunity to learn, at the time and place of the production and what kind of crop produced the seed. The same occasion does not arise for protection through the medium of public inspection, test or safeguard. Further, the same facilities for the perpetration of fraud, in sales so directly made do not exist—the seller is in likelihood personally known to the purchaser. The remedy for a fraud, if committed in such a sale, is one to be established and enforced under dissimilar conditions.—193 S. W. 99.

DEALINGS IN FUTURES in wheat, corn, and other staples is sought to be prevented by a bill introduced into Congress by Senator Curtis of Kansas on April 18. The bill prohibits the use of mail and telegraph facilities for this purpose, and is along the line of the cotton futures law.

POWER TO EMBARGO exports in time of war is conferred on the President when he finds the public safety or welfare demands, in Senator Fernald's bill which was favorably reported by the Senate commerce com'ite on Apr. 19. A similar bill is pending in the House. It has administration approval.

Too Full for Proper Sampling.

Inspectors have experienced so much difficulty in obtaining a fair average sample of grain loaded into many cars, because of being loaded to full, that a change is being seriously considered in Section 12 of Regulation 2 of the Rules and Regulations issued by the Secretary of Agriculture, in the hope of overcoming this difficulty. The loading rules of many of the western carriers now penalize shippers of light weight grain, because of their inability to load cars to their minimum capacity, hence do not earn the car-load rate. The regulation as is now proposed to amend it will provide:

Sec. 12. Paragraph 1. No licensed inspector shall issue a certificate of grade for any grain unless the inspection and grading thereof be based upon a correct and representative sample of the grain, and be made under conditions which permit the determination of its true grade. In case the conditions are such as not to assure the determination of the true grade, a licensed inspector may, in advance of such determination and of the issuance of the certificate of grade, furnish to the person for whom the service is performed information in writing, or otherwise, showing the grade then assigned by him and expressly reciting the conditions which make uncertain the determination of the true grade.

Paragraph 2. In case any licensed inspector is called upon to make an "in" inspection and grading of a carload of grain, in sacks or in bulk, which (a) is so heavily loaded as to make it possible to secure only a door probe, shallow probe, door sack probe, or interior surface sack probe sample of the lot or parcel, (b) appears not to have been irregularly loaded, and (c) the licensed inspector has no reason to believe is so loaded as intentionally to conceal evidently inferior grain, he may, if the Act and the rules and regulations thereunder be otherwise complied with, inspect and grade such lot or parcel of grain and issue a certificate of grade therefor, upon the conditions set forth below in subdivisions 1, 2 and 3 of this paragraph.

(1.) The inspection and grading of such grain must be based upon a sample which fairly represents all of the grain which may be reached in the exercise of care and diligence and the use of the customary probes in drawing samples from such grain.

(2.) There must be legibly stamped or printed on the face of such certificate:

"HEAVILY LOADED CAR

See Reverse Side of This Certificate.
The size and style of lettering, as well as the arrangement of same, shall be large, heavy type as shown. On the reverse side of such certificate the following shall be stamped or printed:

Car so heavily loaded that only (a) door probe, (b) shallow probe, (c) door sack probe, (d) interior surface sack probe sample could be obtained. Such sample believed to be correct and representative of the entire lot or parcel of grain described in this certificate.

The kind of sample obtained shall be indicated by indelibly marking out the references in the foregoing form to the kinds of samples not obtained.

(3.) The daily record prescribed in section 15 of this regulation shall show, with respect to such grain, that the car was "heavily loaded," or the abbreviation "h. l." and, if the licensed inspector did not personally draw the sample of grain involved, the name of the person who drew such sample.

(4.) For the purpose of this paragraph the following terms shall mean:

Door probe sample: A sample taken with a probe from the grain in the vicinity of the door.

Door sack probe sample: A sample taken with a probe from the sacks of grain in the vicinity of the door.

Interior shallow probe sample: A sample drawn with a probe from the upper portion of the grain in the car, not confined to the vicinity of the door.

Interior surface sack probe sample: A sample drawn with a probe from the sacks in the upper portion of the grain in the car, not confined to the vicinity of the door.

(5.) No certificate of grade of the kind described in this paragraph shall represent the grade of the lot or parcel of grain described in the certificate unless such lot or parcel be unloaded at the place of the

inspection for which the certificate was issued.

(6.) Nothing in this paragraph shall prevent any person, otherwise entitled under the Act and the rules and regulations, from taking an appeal from an inspection and grading of the kind described in this section, if the sample or samples filed for the purpose of the appeal meet the requirements of regulation 5; nor shall anything in this paragraph prevent any person, if he so desires, from having the same lot or parcel of grain again inspected by the same or any other licensed inspector, in accordance with the Act and the rules and regulations thereunder.

(7.) If at any time it be discovered that any grain inspected and graded by a licensed inspector was irregularly loaded, or was so loaded as intentionally to conceal evidently inferior grain, or was improperly inspected and graded by any licensed inspector, any licensed inspector or employee of the Department of Agriculture having knowledge thereof shall and any other person having knowledge thereof may, report the facts in regard thereto, and the shipment involved, to the grain supervisor of any district in which the grain was inspected by a licensed inspector.

If the grain inspectors of the country would refuse absolutely to issue any certificates as to grade, without first fully satisfying themselves that the sample upon which they were judging the car's contents was a fair average sample, the railroads would find it necessary to amend their loading rules, in order to secure a prompter release of their rolling stock.

The eastern roads, in their new carload minimum rules, were very glad to provide for the acceptance of cars loaded to within 3 ft. of the roof, as loaded to their full physical capacity. With such loading, inspectors would not be handicapped in their sampling the car's contents. If any car is loaded too full for proper sampling, it seems a waste of time and an aggravation for any inspector to attempt to guess at the car's contents. Inasmuch as the dependability of the inspector's guess on the grade of the grain will depend absolutely on the carefulness of the shipper in loading car with grain of uniform quality (a practice not always possible at small stations), such grading seems misleading and unreliable.

Grading by guess is one thing the grain trade will never be satisfied with, and the sooner all inspectors refuse to issue any certificates until they know the grade of the grain, the sooner will the service gain recognition for real merit with dealers in grain.

Grain dealers who believe changes should be made in the rules and regulations should speak right out and let their voice be heard before the new crop begins to move. It will be much easier to secure changes now than after the rules have been in use. Shippers should not overlook the fact that every practice contributing to the cause of delay in unloading their grain increases their cost for interest, as well as the chance for deterioration in the quality of their grain. Delay in consigned grain may often cause the loss of considerably more than what it would cost shippers to induce the carriers to reduce their carload minimums to a point that will permit the proper sampling of all grain upon its arrival at the central market.

THE RICE CROP of Ecuador should equal 15,000 tons this year providing rains continue. The crop last year was a total failure because of dearth of rains, but this season has been more favorable.

ARGENTINA'S WHEAT crop is estimated at 77,394,000 bus., compared to 172,651,000 bus. last season, by the International Institute of Agriculture at Rome. The flax seed crop is estimated at 5,280,000 bus., compared with 39,266,000 bus. the preceding season.

Fertilizer Manufacturers to Conserve Resources.

The Advisory Com'ite of the National Fertilizer Ass'n, representing the leading fertilizer manufacturers of the country, held a meeting at Atlantic City, N. J., on April 11, to determine how the industry can best serve the government to maintain a normal production of fertilizer without which food production in the United States would be reduced to an alarming point.

The executive com'ite determined to make a thorou and immediate survey of the entire fertilizer industry for the purpose of obtaining data as to the stocks of raw materials on hand, together with estimates of what will be required for the period of one year commencing July 1. When these figures have been collected, they will be correlated and turned over to the government in order to afford every possible assistance.

Reports received from Europe thru studies recently made are all to the effect that the lack of phosphoric acid and nitrogen is responsible for the tremendous reduction in the crop production per acre.

We are face to face with the fact that there is a world shortage of food production which must affect the United States as well as European countries. The primal reason for this shortage is that the usual stocks of food carried over from the previous year, especially in the United States, were drained by the call from European countries, so that the reserve supply is practically exhausted.

Whether for peace needs or war necessities, the use of fertilizers is basic in crop production. Proper fertilization of corn, wheat, potatoes, truck and garden crops, cotton, tobacco and other crops will produce yields that will bridge the present period and insure sufficient supplies of food products. The use of fertilizers increases yields per acre, reduces costs of production per unit, and results in greater farm efficiency in crop production.

FOUR MILLION bus. of corn were ground up by the Corn Products Co. during March in the biggest month's business the company ever had. The daily average at all the plants was 135,000 bus., and at Argo, Ill., 58,000 bushels.

A CABLEGRAM from the president of the Liverpool Corn Trade Ass'n to J. P. Griffin, pres. of the Chicago Board of Trade, on April 10, said "Liverpool corn trade expresses its delight at the strong action the United States has taken for international justice. Amidst great enthusiasm the American flag was unfurled in our exchange today, taking its place alongside the other allies fighting in the cause of liberty and righteousness."

Books Received

SOYBEANS AND COWPEAS IN ILLINOIS describes the characteristics of soy beans and their soil and climatic requirements, culture, inoculation, and harvesting. Variety tests made at Urbana, Champaign county, and Fairfield, Wayne county, Ill., are given, showing the comparative yields on the different soils and under various methods of cultivation. Variety trial tests of cowpeas at Urbana and Fairfield are also given, with a description of the plant, and period required for maturity of the different varieties. Bulletin 198, University of Illinois Agricultural Exp. Sta., Urbana, Ill.

Grain Carriers

FIFTY THOUSAND bus. of grain has been shipped in coal cars during the past winter by C. E. Davis of Westfield, Ill.

A HEARING on reconsignments will be held at Chicago on May 7. A preliminary hearing of the case was held at Washington several weeks ago.

THE NATIONAL SHIPPERS Conference was formed by western shippers at a meeting in Chicago, to fight a rate increase by the railroads. H. C. Wallace of Des Moines is chairman.

THE STEEL bulk freighter Horace S. Wilkinson was launched at Toledo Apr. 21. It was built by the Great Lakes Steamship Co. and has a carrying capacity of 12,000 tons of ore. It cost approximately \$1,400,000.

RATES ON GRAIN by-products from Peoria, Ill., to points in the central freight ass'n territory have been found unreasonable, and reparation has been ordered made to the American Milling Co. by the A. T. & S. F. R. R.

RATES COVERING SHIPMENTS of grain from points in Illinois to Vincennes, Ind., as adopted by the railroads in 1914 have been protested by the Old Vincennes Distillery Co., and a rehearing of the case to introduce new evidence was held recently at Cincinnati.

THE GRAIN CLEARANCE Corporation has advanced charges to $\frac{1}{2}$ bu. per 1,000, and 30c for supervision to equalize lake cargo shortages. If there is a surplus at the end of the year it will be paid back to the ship owners as this corporation was not organized for the purpose of making money.

THE COMPLAINT charging unjust and unwarranted discrimination in freight rates from Huntington, Ind., to Cincinnati, brot by Maguire & Co. against the Wabash R. R., was dismissed at a hearing held recently in Cincinnati, the railroad stating that an equitable adjustment would be made.

DAMAGES OF \$37.40 because a carload of grain shipped from Sterling, Ill., to Chicago did not contain as much when it arrived as when it was shipped, were allowed the Agnew Farmers Elevator Co., Agnew, Ill., Galt P. O., by a jury in circuit court on Apr. 14. The defendant was the C. & N. W. R. R.

DEPRECIATION IN VALUE of seven carloads of grain because of delays in transit, is alleged in a suit brought by Prather & Groves of Williamsville, Ill., against the Chicago & Alton R. R. The grain was shipped from Williamsville to Newport News, Va., and was from 35 to 50 days in transit. During that period the market dropped so that the grain merchants lost nearly \$200 on some of the carloads.

THE NEW DEMURRAGE rules proposed by the railroads will be accepted for one year by New England industries. The Boston Chamber of Commerce, which is handling the case, has stated, however, that it will be prepared to actively oppose the carriers at all hearings before the Commission. The grain, hay, and feed business of New England has been built up on the reconsignment and diversion privilege which is necessary because of the very irregular schedules of the railroads in getting business from the west into New England.

CAR CONGESTION on the Ill. Central R. R. is being reduced, according to Pres. Markham, altho he admits it is sadly in evidence. Better performances in average daily car movement and unloading are being made.

EXPORT RATES on grain and grain products from points on the line of the C. R. I. & P. R. R., Naravisa, N. M. to Andee, N. M. inclusive and Texala, Okla., to Sugden, Okla. inclusive, to Gulf ports for exports may be made by C. R. I. & P. R. R. and the C. R. I. & G. R. R. without observing the long-and-short-haul provisions, according to an order issued Apr. 20 by the Interstate Commerce Commission.

CARS ARE DEMANDED in the first complaint filed in Kansas under the new law which gives to the public utilities commission power to regulate the distribution of grain during time of shortage. The complaint was filed by the Kansas Farmers Grain & Supply Co. against the Mo. P. R. R., and it charges discrimination in that cars have been furnished at Radium while this company has failed to receive the cars needed.

AN APPEAL from the Illinois state public utilities commission ruling regarding the distribution of grain cars was made Apr. 17 by the Illinois Central and 36 other railroads of Illinois. This ruling ordered the distribution of grain cars at various stations in proportion to the amount of business averaged in the last four years, and that cars be distributed among shippers in proportion to their immediate requirements.

EFFECTIVE on or about May 15, all of the so-called ex-lake rates on grain from the various Lake Erie, Lake Huron, and Georgian Bay Ports, both domestic and foreign have been increased uniformly 2/10 per cent per bu. It is our understanding that this increase is due to increase in elevation allowance at the lake ports from $\frac{1}{2}$ to $\frac{1}{4}$ cents per bushel.—J. S. Brown, mgr. Transportation Department, Chicago Board of Trade.

THE GRAIN CLEARANCE Corporation has offered a new plan to the lake grain shippers to insure a uniform shortage of grain cargoes. Details of the new plan will not be announced until it is known whether it will be accepted. The corporation has been losing money on the plan in operation for the past two years. Vessel owners as a rule desire to know what their shortage is to be rather than to stand the heavy ones which sometimes occur.

CHARGES FOR UNLOADING grain at the port at Buffalo are as follows: Regular unloading rate, \$2.60 per 1000 bus.; unloading between 6 p. m. and midnight, \$3.35 per 1000 bus., handling grain on Sunday, \$3.60 per 1000 bus. Screenings weighing over 35 lbs. per bushel cost \$2.60 per 1000 to unload, all weighing 35 lbs. or less, \$5.10 per 1000 bus. Rate for separating or unloading damaged grain from vessels shall be 50 cents per hour. These are rates agreed upon in accordance with the agreement entered into with the grain shovelers and became effective April 3.

LAKE TRANSPORTATION opened Sunday, Apr. 22, three days later than it opened last year. It is estimated that about 17,000,000 bus. of grain, mostly wheat, left the docks of Chicago during the first day and night. When word came that the ice was going out of the Straits of Mackinac, there was a race to get away, and the Tom Barlum led the fleet of grain boats, clearing for Buffalo with 500,000 bus. of oats aboard. Close behind followed, in turn, the Wolf, 450,000 bushels of oats;

Christopher, 260,000 corn; Harvester, empty; Anna Minch, 220,000 corn; Philip Minch, 320,000 corn; Bixby, 340,000, and Tomlinson, 340,000 wheat and corn. All cargoes except the Christopher, which was consigned to Georgian Bay, Canada, left direct for Buffalo.

LAKE CARGO underwriters have agreed on a policy to cover war and strike risk insurance on lake grain cargoes at $\frac{1}{4}$ per cent per bushel. The risk allows 4 days for loading boats at upper lake ports and ten days at lower lake ports, not beyond Lake Erie, for unloading. An additional $\frac{1}{2}$ cent charge per bu. for each additional 10 days storage in the boat only at the port of destination will be made in case of delays. No land risk is covered.

RECOVERY FOR LOSSES caused by delay in transit are sought by Twist Brothers Grain Co. of Springfield, Ill., against the Wabash R. R. in suit filed Apr. 14 in the district court of Sangamon County, Illinois. The declaration filed contains 71 counts citing alleged losses ranging from \$39.29 to \$689.66 per carload. Damages of \$10,000 are asked. Similar suit was filed against the B. & O. R. R. by this company for 8 separate losses ranging from \$46.92 to \$392.28.

AT A HEARING on demurrage charges in Minneapolis before Geo. N. Brown, special examiner for the Interstate Commerce Commission, witnesses for the grain trade testified that demurrage charges had been levied against them by the railroads for delays they were not responsible for. The hearing was postponed when it was shown that delays were caused mostly by inability of the carriers to furnish cars, as the railroads had not prepared themselves to discuss that phase of the question.

THE RAILROAD'S PRACTICE of applying intrastate rates on grain from Illinois points thru Cairo, Ill., to Carolina and Mississippi Valley territories, was censured by the Interstate Commerce Commission in the opinion given on the complaint by the Memphis Merchants Exchange against the Illinois Central and other railroads. The Commission said



H. A. Plumb, Milwaukee, Wis.
Sec'y-Treas. Chamber of Commerce.

that interstate rates should apply because the movement from point of origin to Cairo was only part of the whole route. With the application of interstate rates, discrimination against Memphis and Evansville will disappear.

THE CANCELLATION of joint thru rail-lake-and-rail commodity rates on products and by products of grain from Argo, Ill., excepting those applying to glucose or corn syrup unmixed, as proposed in Chicago & Alton R. R. Co.'s tariff supplement 29, has been found unreasonable by the Interstate Commerce Commission and the supplement has been ordered canceled on or before May 29, 1917. On July 25, 1916, a preliminary hearing was held and the new tariff was ordered suspended until May 29. The increase in glucose or corn syrup was allowed to make those rates the same as are in force from Hammond and Roby, all of which are in the same switching district.

H. W. Ladish Elected President Milwaukee Chamber of Commerce.

H. W. Ladish, newly elected president of the Milwaukee Chamber of Commerce, has been in the grain business for the past twenty-one years, starting in it when he was but fifteen years of age. For ten years he was with the American Malting Co., and then he purchased the Lytle interests of the Lytle-Stoppenbach Co. and organized the Ladish-Stoppenbach Co., of which he is sec'y-treasurer. This company operates seven elevators and does mostly a malting business. Mr. Ladish is young and aggressive and his fellow members on the Milwaukee exchange believe he is very capable of looking after the interests of the exchange during these trying times.

H. A. Plumb, re-elected sec'y, has been secretary of the exchange for a number of years, succeeding W. J. Langson, whose assistant Mr. Plumb was. That he is continually re-elected shows the respect in which he is held by the grain men of Milwaukee.



H. W. Ladish, Milwaukee, Wis.
Pres. Chamber of Commerce.

Program Illinois Grain Dealers Annual Meet.

Patriotism will be the key-note at the 24th annual convention of the Illinois Grain Dealers' Ass'n, to be held in Springfield, Friday and Saturday, May 11 and 12.

The fact that this meeting is to be held in the capital of the state, coupled with addresses by such distinguished men as Governor Lowden, Rear Admiral Moore and Harry A. Wheeler, and because of the entry of the United States into the great war, makes the plans of the committees to have this a patriotic convention especially appropriate.

All the business sessions will be held in the Leland hotel, the ball room on the second floor, with the sun-parlors opening out of it, and flanked by rooms which will be ideal for committee work, makes a splendid arrangement.

The program in detail follows:

Friday, May 11th, 9:00 A. M.
 Invocation—The Right Reverend Granville Hudson Sherwood, Bishop of Springfield
 Address of Welcome for Springfield.....
Hon. Chas. T. Baumann, Mayor
 Address of Welcome for the State Administration.....
Hon. Frank O. Lowden, Governor of Illinois
 Response for the Association.....
T. E. Hamman, Milmine
 Secretary's Annual Report.....
E. B. Hitchcock, Decatur
 Treasurer's Annual Report.....
William Murray, Champaign
 Report of the Finance Committee.....
Harry Allen, Chairman, Broadlands
 Preliminary Report of the Resolutions Committee on the Special Recommendations of the Board of Directors
 Address—"Administration of the U. S. Grain Standards Act".....
 Hon. Chas. J. Brand, Chief of the Bureau of Markets, U. S. Department of Agriculture
 Discussion and Questions
 Appointment of Convention Committees.

Friday, May 11th, 1:30 P. M.
 President's Annual Address.....
Victor Dewein, Warrensburg
 "How to Remedy the Car Shortage".....
W. T. Cornelson, Peoria, of the Committee representing the Grain Dealers' National Assn.
 Address—"What a Strong and Efficient Navy Means to Grain Dealer and Farmer".....
 Rear-Admiral C. B. T. Moore of the U. S. Navy
 Reports of Standing Committees by the chairman of each:
 Executive—E. M. Wayne, Delavan.
 Arbitration—H. A. Hillmer, Freeport.
 Claims—F. S. Larison, El Paso.
 Legislative—Lee G. Metcalf, Iliopolis.
 Scales—Geo. W. Walker, Gibson City.
 Traffic—J. C. Aydelott, Pekin.
 Address—"America and Her Future".....
Harry A. Wheeler, Chicago, former President of the Chamber of Commerce of the United States of America.

Saturday, May 12th, 9:00 A. M.
 Uniform Trade Rules Session—V. E. Butler, Indianapolis, in the chair. (Opportunity given for discussion of printed recommendations of the National Association's Advisory Committee, by country shippers and terminal market representatives.)
 Address—"The Work at Large".....
Chas. Quinn, Toledo, O.
 Secretary Grain Dealers' National Assn.
 Report of Resolutions Committee.
 Report of Nominating Committee.
 Election of Officers.
 New Business.

(The effort will be to adjourn the convention by noon, Saturday.)

Entertainment.

All of the secrets of the entertainment to be provided by the Springfield hosts are not being divulged at this time. But one especially attractive feature that will interest every visitor will be the reception at the Governor's mansion.

The entertainment program follows:

Friday afternoon, May 11th—For the Ladies: Sightseeing trip and automobile ride to Lincoln Monument, Lincoln's Home, State House, Washington and Bunn parks, and other points of interest about the city.

Friday evening, May 11th—For the Men: Buffet Luncheon and Entertainment in the Banquet Hall, Leland Hotel, beginning at 7:00 p. m.

Friday evening, May 11th—For the Ladies: Lunch and Entertainment in the Main Dining Room, Leland Hotel, beginning at 8:00 p. m.

(Because of the large attendance expected it is impossible to have these two features take place at the same time and place, hence the separate arrangement. There will be music and lots of fun at both functions. Dancing after the entertainments are over.)

Saturday afternoon, May 12th—For All Registered: Sightseeing tour of the city, starting at 3:00 p. m., and ending with a reception at the Governor's Mansion at 4:00 p. m., where Governor and Mrs. Lowden and other state officials and their wives will receive.

(Automobiles will be at the service of all registered visitors during the entire convention. Make arrangements with the committee in the lobby of the Leland Hotel.)

Supply Trade

THE GENERAL magazine is a luxury; the trade paper is a necessity. Use the advertising columns of the Journal to place your product thoroly before the grain trade.

WINNIPEG, MAN.—The Richardson Grain Separator Co. has been licensed to do business in the province of Manitoba. G. C. McTavish will be in charge of the office which will be located in the Union Bank Bldg.

CHICAGO, ILL.—The plant of the W. A. Jones Fdry. & Mchly. Co. was recently purchased by the Pyott Co. The plant occupies 65,000 square feet of ground which is valued at \$1.25 a square foot. Improvements to the amount of \$40,000 will be made.

YOU KNOW it's the constant drop, drop, drop of water that will wear a hole in the rock. It's the constant, persistent sales effort that wears a hole in the other fellow's business. Advertising is simply sales effort. Decide on a plan and stick to it.—*Associated Advertising.*

HASTINGS, NEB.—The information that we are contemplating engaging in the grain elevator construction business is erroneous. As a matter of fact, we have just gone out of that line of business and disposed of our material in that line.—*Hastings Fdry. & Iron Works.*

WINFIELD, KAN.—I hope, within the very near future, to announce to the grain trade a decided improvement in fire-proof elevator construction. The elevator which I propose to place before the trade will be inexpensive and as fire-resisting as those more costly.—W. W. Lockwood.

NEW YORK, N. Y.—We beg to announce that the business of August Mietz has been sold and transferred to August Mietz Corp. The business will be continued under the corporate firm of organization, and without any change in its policy under the management of Louis C. Eitzen.—August Mietz Corporation.

Grain Trade News

ARKANSAS

Little Rock, Ark.—George Niemeyer, grain dealer, will build an elvtr. on a site, which he has leased from the city for a period of 50 years.

CALIFORNIA

Los Angeles, Cal.—The Great Western Mfg. Co. has decided to rebuild its old plant instead of erecting a new elvtr. and mill.

Maxwell, Cal.—Harden & McNeal, grain and commission firm, has been dissolved by mutual consent and the business will be continued by George L. Harden.

San Francisco, Cal.—W. W. Adams, of Schwab & Adams, Woodland, Cal., has been admitted to membership in the Grain Trade Ass'n of the Chamber of Commerce.

CANADA

Three Hills, Alta.—The Farmers Co-operative Elvtr. Co. will double the capacity of its elvtr.

Gladstone, Man.—The Echo Mfg. Co. will rebuild its elvtr., warehouse and mill, which burned Mar. 31. F. B. McKenzie is mgr. of the company.

Port Arthur, Ont.—The Grain Growers Grain Co. has let contract for an addition to its 300,000-bu. elvtr., which will double the capacity. Work will be started this spring.

WINNIPEG LETTER.

L. G. McLeod has been appointed inspector of the Manitoba government grain elvtrs.

The American flag was flying on the Grain Exchange Apr. 20 in recognition of the entry of the United States into the war.

By an order in council issued Feb. 19 Canadian wheat hereafter will be handled by sample instead of by grade. This has been agitated by farmers for a long time.

The Terminal Grain Co. will be organized by John R. Smith, head of Davidson & Smith, to operate a line of country elvtrs. in Canada. Construction work will commence in the near future.

In the suit brot by Bartlett & Langille, grain brokers of this city, against Godfried A. Dreger, Judge Myers dismissed the action of the plaintiffs, who were suing the defendant for \$307.50, which they claimed was the balance due on certain purchases and sales of wheat on the Grain Exchange. The defendant is reported to have made large deposits with the plaintiffs from time to time as margins on deals, but when the market dropped in February his margins disappeared and he was short \$307.50. The judge held that Section 231 of the criminal code dealing with "stock gambling" applied.

COLORADO

Rocky Ford, Colo.—We contemplate building an elvtr.—Johnston & Govreau.

Darlow, Colo.—Construction work on a 20,000-bu. elvtr. for the Excelsior Mfg. Co. has been started.

Briggsdale, Colo.—Plans are being made for a second elvtr. here, to be erected by the Farmers Elvtr. Co.

Grand Junction, Colo.—The Eagle Grain & Mercantile Co. has been incorporated, with a capital stock of \$10,000.

Buckingham, Colo.—The Farmers Elvtr. Co. incorporated; capital stock, \$200,000; incorporators, J. H. Trumbo and others.

Eaton, Colo.—The Colorado Mfg. & Elvtr. Co., of Denver, has taken over the elvtr. and mill of the Model Mfg. & Elvtr. Co.

Grover, Colo.—The Farmers Union has been re-organized. The building has been cleared of a \$5,000 debt and provided with a fund of \$1,000 for working purposes.

Loveland, Colo.—The name of the Loveland Mill & Elvtr. Co. has been changed to the Loveland Flour Mills. The management and operation will continue without change, with H. E. Kelly as mgr.

Delta, Colo.—Guy M. Blair, who recently succeeded the Farmers Mill & Elvtr. Co. at Montrose, has dismantled the plant and sold the machinery to the Delta Mfg. Co. at this point, to be used in its new mill.

Brighton, Colo.—Contract has been let for remodeling of the elvtr. of the Brighton Mfg. & Elvtr. Co. and increasing the capacity from 40,000 bus. to 65,000 bus. New machinery, including a large cleaner, will be installed and a larger warehouse will be built. Mr. Smith is mgr.

Ft. Collins, Colo.—The Co-operative Mercantile Co. has bot the elvtr. and grain business of the Poudre Valley Elvtr. Co. and will take charge June 30. A. L. Breniman will continue to conduct the business until that time. R. E. Durbin is pres. and mgr. of the company.

IDAHo

Stites, Ida.—A grain warehouse will be erected at this point.

Jerome, Ida.—The Jerome Mfg. & Elvtr. Co. will erect a mill east of its new elvtr. It will be in operation before fall.

Caldwell, Ida.—Work will start soon on the erection of a large elvtr. for the Caldwell Mfg. & Elvtr. Co., at a cost of \$100,000.

Shelley, Ida.—Work is progressing on the 50,000-bu. elvtr., mill and warehouse, which the Shelley Mercantile Co. is building at a cost of \$52,000. The plant will be completed by Aug. 15.

Orofino, Ida.—We have decided not to build an elvtr. this year on account of the unsettled condition in general and the fact that we have ordered our sacks for the coming season.—Orofino Rochdale Co.

ILLINOIS

East St. Louis, Ill.—The Traders Elvtr. Co. has been dissolved.

Minier, Ill.—The Farmers Elvtr. Co. is building a 40,000-bu. up-to-date elvtr.

Peoria, Ill.—The Burlington Elvtr. Co. has applied for a guard for the elvtr.

Mt. Pulaski, Ill.—The Farmers Grain & Elvtr. Co. is building another lumber shed.

Ridick, Ill.—H. Austin has resigned his position in the elvtr. here and removed to Chicago.

Harper, Ill.—I am now mgr. of the recently incorporated Harper Grain Co.—E. J. Drake.

Whitaker, Ill.—The Farmers Grain Co. has increased its capital stock from \$10,000 to \$15,000.

Tucker sta. (Bourbonnais p. o.) Ill.—Farmers contemplate the erection of an elevtr. here.

Marissa, Ill.—New scales have been installed by the Meek Mfg. Co. operating an elvtr. here.

Garrett, Ill.—Horton Bros. are enlarging and improving their elvtr. and are erecting a brick office.

Jacksonville, Ill.—The Armour Grain Co., of Chicago, will open an office in the Ayers National Bank Bldg.

State Road (Mayview p. o.) Ill.—William Dennis has been placed in charge of the recently acquired elvtr. of Tony Barton.

Roanoke, Ill.—The recently organized Farmers Elvtr. Co. has been incorporated to operate an elvtr.

La Salle, Ill.—E. S. McDonough, mgr. of the grain office of E. Lowitz & Co., is ill at a hospital here.

Fiat, Ill.—The Farmers Grain Co. will commence construction work on its proposed elvtr. about May 1.

Alton, Ill.—Edgar D. Tilton, vice-pres of the Stanard-Tilton Mfg. Co., operating an elvtr. here, died Apr. 16 at St. Louis, Mo.

Allentown, Ill.—W. W. Stillman, of Mackinaw, is in charge of the elvtr., which Walker & Eliff purchased from L. C. Russell.

Kasbeer, Ill.—At the annual meeting of the Farmers Elvtr. Co. the proposition to build a new elvtr. was left open for decision later.

Mattoon, Ill.—Guards have been stationed at the elvtr. of the J. S. Ashbrook Co. to prevent depredations by enemies of the country.

Catlin, Ill.—The recently incorporated Farmers Elvtr. Co. has purchased the elvtr. of R. K. Byerly for \$17,500. Possession will be given June 1.

La Fayette, Ill.—Farmers are talking of organizing a company to take over the elvtr. of Thos. Hoadley. Nothing definite has been decided.—X.

Abingdon, Ill.—G. A. Hickman is now mgr. of the Abingdon Grain Co., succeeding C. E. Stumbaugh, who resigned and bot an elvtr. at Alexis.

Macon, Ill.—C. T. Moore, mgr. of the Farmers Grain Co. at Stonington, has purchased the elvtr. of W. H. Suffern here. Possession will be given June 1.

Tabor, Ill.—Contract for a 40,000-bu. elvtr. has been let by the Peoples Grain Co. to the Younglove Construction Co. Work will be rushed to completion.

Prophetstown, Ill.—The firm name of J. E. Frary & Son has been changed to Frary & Frary. Mr. Frary has retired and his 2 sons will operate the elvtr.

Palmyra, Ill.—The elvtr. of Duncan Bros. caught fire recently from sparks from a passing locomotive. The blaze was extinguished before any damage was done.

Rantoul, Ill.—I have sold my elvtr. at this place to Louis B. Holtapp, but will remain in charge until June 1. I have not sold my elvtr. at Prospect.—Frank Yates.

Jacksonville, Ill.—J. E. Bennett & Co. of Chicago, who have been handling their grain business here in connection with the Jacksonville Grain Co., are now making plans for separate offices.

Elwood, Ill.—The Farmers Grain Co. has let contract for a 40,000-bu. concrete elvtr. to G. W. Quick & Son. This elvtr. will replace the one which burned Mar. 6.—F. A. Deutszman, mgr.

Campus, Ill.—The cribbing for the new elvtr. of the Farmers Grain Co. has been completed and the roof is now being put on the building, which replaces the elvtr. destroyed by fire last year.

Wyanet, Ill.—The Wyanet Grain Co. will paint and repair its elvtrs. this year. An 8-ton coal pocket will be built. The 30,000-bu. elvtr., which the company bot from Heaton & Hamrick is closed.

Freeport, Ill.—Burton Figeley, who has been connected with the H. A. Hillmer Co. for a number of years, has resigned, effective May 1, to take a position with a large grain brokerage firm at Chicago.

Manlius, Ill.—Charles Barber, grain and coal dealer and owner of the electric light plant, has failed and made an assignment in favor of his creditors. His liabilities are estimated at \$35,000, with assets of \$20,000. Thousands of bus. of grain delivered to the elvtr. have not been paid for and the creditors will probably not realize more than 50 cents on the dollar. Speculation on the Board of Trade is said to have been the cause of the failure.

Dillsburg, Ill.—The Rantoul Grain Co. of Rantoul, recently increased its capital stock to \$25,000 and contemplates the erection of an elvtr. at this point, to be conducted under the management of its house at Rantoul.

Charleston, Ill.—We have installed a car loader, made by the Maroa Mfg. Co., and find it very satisfactory. We are unable to hire human labor here now, but mechanical labor is better, anyway.—G. B. & C. M. Griffin.

McComb, Ill.—Jos. McKamy has been employed as mgr. of the elvtr. of Williams & Rexroat. Mr. McKamy owns and operates the elvtr. at Kirkpatrick switch, on the Macomb, Industry & Littleton Railroad, south of this city.

Peoria, Ill.—The contract for the 1,000,-000-bu. reinforced concrete elvtr. of the American Mfg. Co., to cost approximately \$300,000, has been let to Val Jobst & Son. The building will be erected to the south of the present structure in Bartonville.

Sinclair, Ill.—V. C. & Trave Elmore have let contract for a 10,000-bu. concrete elvtr. It will be an up-to-date fireproof house and will be ready before harvest. The present elvtr., which was the first elvtr. built here, will be removed.—H.

Jonesboro, Ill.—Fire Apr. 11 destroyed the elvtr. of the Union County Grain Co., containing about 8,000 bus. of wheat, which was a total loss. The mill, warehouse and office also burned. The estimated loss of \$30,000 is only partly covered by insurance.

Mineral, Ill.—The Mineral Grain Co. has recently added a new safe and fixtures to its office equipment and is now prepared to give its patrons all facilities offered by banks generally. The business is in charge of J. W. Butler, mgr. of the company.

The 24th annual meeting of the Illinois Grain Dealers Ass'n will be held at Springfield on May 11 and 12. Governor and Mrs. Lowden will receive the visitors and their wives at the Executive Mansion, in an informal reception Saturday afternoon, following an automobile ride.

Leroy, Ill.—The Illinois Appellate Court has affirmed the judgment of the circuit court awarding \$6,000 to J. Y. Chisholm from the trustee of the defunct Clarke Grain & Elvtr. Co., from the First National Bank of Leroy, which had been paid \$10,000 by the defunct company only 60 days prior to its bankruptcy.

Canton, Ill.—The 25,000-bu. elvtr. operated years ago under the name of A. McClellan has been sold by Peter Daily to Leonard Fisher and Stewart Warfield. The house is situated on the T. F. W. It has been idle for the past 10 years and I do not think the new owners will operate it. They will probably turn it over to the farmers, who were trying to get an elvtr.—X.

Plans looking toward co-operation between the railroad companies and the grain dealers in testing scales were considered at a conference between the railroad officials and representatives of the Illinois Grain Dealers Ass'n and the Farmers Grain Dealers Ass'n held at Chicago Apr. 14. The opinion of those present was favorable to the plan and an adjourned meeting will be called in May for further action.

Springfield, Ill.—The following new members have been admitted to the Illinois Grain Dealers' Ass'n: G. Ives & Sons, New Boston; F. L. Hough & Co., Woodhull and Rio; O. Finch & Son, Joy; Farmers' Grain Co., Beason and Skelton; Harwood-Young Grain Co., Peoria; Chas. N. Fank, Nora; T. F. Boecker, Naperville; E. Lowitz & Co., Inc., Chicago; O'Hara & Gaddis, Carlock; Hayward Brothers, Cooksville; Dawson Park Grain Co., Dawson Park, Milford; Wand, Todd & Co., Litchfield; G. B. Carrico, Barnett; J. W. Gerlach, Waggoner; Murphy Grain Co., Springfield; Pfeffer Mfg. Co., Lebanon; The Mutual Commission Co., Cincinnati, O.; A. C. Gale Grain Co., Cincinnati, O., and H. C. Carson & Co., Detroit, Mich.

Springfield, Ill.—Rep. Lyle has introduced H. B. 770 to establish a commission on markets and provide for the organization of marketing ass'ns. Senator Cornwell has introduced S. B. 262, providing a penalty on carriers failing to transport food and coal within the time limit set by a commission. House Bill 772 making it unlawful to trade in puts and calls has been referred to the House judiciary com'ite.

Ridgefarm, Ill.—Sarah A. Mefford, Meredit L. Owens, Mrs. Erla Lee Owens and the Farmers Elvtr. Co. v. Paul J. Campbell, is the title to an assumpst suit filed Mar. 20 in the circuit court, in which the plaintiffs demand \$2,000 damages for failure to deliver several thousand bus. of oats and corn on 6 contracts. Some corn was delivered, but he failed to deliver the oats or to repay cash advanced him.

Farmer City, Ill.—I have purchased the interest of T. F. Grady in the elvtr. of Weedman & Grady at this point. Amos Weedman and myself have purchased the elvtrs. of the Downs Grain Co., at Downs and Ford-Woods (Leroy p. o.), possession to be given May 1. The firm name will be Scholer & Weedman. I retain my elvtrs. at De Witt, Fullerton and Kumler, on the I. C. Ry., on my own account.—C. F. Scholer.

Urbana, Ill.—The trustees of the Illinois State University have asked the legislature for a building fund of \$1,000,000 a year for ten years to provide adequate room for the 6,000 students and a permanent fireproof agricultural building. This will mean an added tax of 4 cents to the \$18 average tax by each citizen of Illinois annually. Grain dealers and farmers who favor granting the university the needed buildings should write their representatives and senators in the state legislature.

Green Oak sta. (Princeton p. o.) Ill.—Thomas Vickery and Philip O'Hare, stockholders in the Green Oak Farmers Elvtr. Co., have filed a bill in the circuit court to prevent the sale of the assets of that company to a new organization known as the Green Oak Elvtr. & Merchandise Co., charging the officers with an attempt to defraud them out of one-half of their interests in the former company. They allege that the officers of the old company are the stockholders in the new company and are only a small part of the people who should be given a voice in the transaction. They further claim that the resolution to sell was adopted without the votes of two-thirds of the members, making it invalid.

Springfield, Ill.—According to a decision of the Illinois Supreme Court on Apr. 19 the grain rates fixed prior to the taking effect of the public utilities commission act by the railroad and warehouse commission are still in force because the railroad and warehouse commission had no power to suspend such rates. When the public utilities commission took control it suspended rates of the railroad and warehouse commission, and the railroads appealed to the circuit court, which sustained the commission. The judgment of the Sangamon County Circuit Court is reversed. The Supreme Court suggests that the proper practice is to treat the petitions of the farmers against the rate increase as a protest and to hear the case further.

Ottawa, Ill.—Mgrs. of District 2 of the Farmers Grain Dealers Ass'n of Illinois will hold a meeting May 16 at the Clifton Hotel. The following tentative program has been prepared: "Buying and Selling Power," P. C. Allen, Ransom; "Hedging of Grain," Harry Bonges, Ottawa; "The Lumber Situation," Oscar Jacobs, Yorkville; "Car Distribution," A. N. Steinhardt, State Sec'y; "Auditing," J. G. Etzel, Oswego; "Handling Grain Contract," J. A. Henebry, Plainfield; "Farmers Mutual Insurance," Geo. Mellen, Mazon; "The Manager—What He Is and What He Should Be," F. W. Stout, Ashkum, and "Local Opportunities of Managers and Elvtrs." M. R. Myers, Springfield; Pfeffer Mfg. Co., Lebanon; The Mutual Commission Co., Cincinnati, O.; A. C. Gale Grain Co., Cincinnati, O., and H. C. Carson & Co., Detroit, Mich.

Springfield, Ill.—The state administration is credited with being behind new bills to establish an excise system of taxation, levied upon corporations doing business in the state. It is estimated that at least five million dollars could be raised this way annually. The tax which it is proposed to levy would call for 4c on each \$100 of authorized capital stock of domestic corporations, and a like amount on each \$100 actually employed in the state by foreign corporations. Insurance companies would pay 2 per cent of the gross amount of premiums received from Illinois business. It is the experience of all government that money derived from taxes of this character is invariably wasted in a profligate manner. The corporations and the insurance companies would of course pass the taxes right on to the people, and the high cost of living would be screwed up a few more notches, in order to permit the legislators to indulge more freely their desire for lavish expenditures. The socialistic idea of placing all the burdens of government on corporations and co-partnerships is unfair and must eventually act as a discouraging influence upon enterprise and industry. One great drawback to taxes of this character is the average voter does not pay it out of his own pocket, so thinks he is not interested in the expenditure of it.

CHICAGO NOTES.

The amendment to the Insurance rules of the Board of Trade was defeated Apr. 10 by a vote of 438 to 162.

Horace Jackson, member of the Board of Trade, was married recently to Mrs. Kate Shirley, at San Diego, Cal.

Henry Clay King, member of the Board of Trade for 7 years, died at Los Angeles, Cal., following a long illness.

Memberships in the Board of Trade are selling at \$5,000 net to the buyer, which is \$2,600 off from the recent high point.

W. S. Booth, for many years a prominent grain broker on the Board of Trade, will hereafter represent W. H. Colvin & Co. on the trading floor.

The National Elvtr., which has a capacity of about 1,250,000 bus., has been declared regular for the storage of grain. It is operated by the Bartlett, Frazier Co.

Adolph H. Hertz, who was with Simons & Co., and later with Simons, Day & Co., has gone into the brokerage business for himself. His headquarters will still be with Simons, Day & Co.

Ware & Leland made an announcement on Apr. 10 that all its employees, who enlist in the army or navy will receive full pay during the time they are with the colors. Four men enlisted on that date.

A resolution has been passed by the directors of the Board of Trade favoring a change in the unit for pork trading. It is proposed to trade in 50,000-lb. lots of heavy mess pork sides, instead of 100-bbl. lots as at present.

The amendment to the rules of the Board of Trade increasing the commission charges on cash grain transactions was carried Apr. 10 by a vote of 325 to 278. The new schedule of charges was published in full in the Grain Dealers Journal Mar. 25, page 474.

The rules for the delivery of carlots of grains on sales for future delivery have been changed to conform with those of the Inspection dept. Hereafter they will be 1,100 bus. wheat, 1,200 bus. corn, or kafr corn, 1,800 bus. oats, 1,250 bus. barley and 650 bus. flaxseed.

Charles Bednorz, E. S. Emerson, R. N. Fulton and F. S. Waller have applied for membership in the Board of Trade. William E. Reid, W. W. Simpson, Jos. B. Donahue, Emil Newman, M. R. Rothschild, Theo. Bernstein, Jesse L. Livermore and J. R. Stewart, of Minneapolis, have been admitted to membership and the memberships of J. M. Fort, G. G. Hanna, F. F. B. Robertson, James Crighton and H. C. Wiley, of Boston, and the estate of Fritz von Frantzius have been posted for transfer. Memberships are selling at \$5,000 net to buyer.

The GRAIN DEALERS JOURNAL.

A special meeting was called by State Insurance Commissioner Potts at the Board of Trade Apr. 23 to discuss the problem of obtaining more adequate insurance on grain in local elvtrs. It was decided to appoint a com'ite to solve the problem. Members of the Board of Trade warehouse com'ite, representatives of the board of underwriters and of insurance agents, and a representation of the state insurance dept. will comprise this com'ite. On account of the high prices prevailing for grain, there is great difficulty in getting sufficient insurance to cover the risk.

INDIANA

Spencer, Ind.—E. D. Cooper has removed from this station.—A.

Rolling Prairie, Ind.—Work has been started on the new elvtr. at this place.

Red Key, Ind.—The recently incorporated Farmers Elvtr. Co. will build an elvtr.

Taylorsville, Ind.—The H. E. Kinney Grain Co. is out of business at this place.—A.

West Point, Ind.—Work has been started on a new elvtr. for the Crabbs-Reynolds-Taylor Co.

Fountaintown, Ind.—The Fountaintown Elvtr. Co. has filed preliminary articles of dissolution.

Twelve Mile, Ind.—I have sold out to the recently incorporated Twelve Mile Grain Co.—F. P. McFadden.

Rensselaer, Ind.—Harry Hartley has been retained as mgr. of the elvtr. which the Farmers Elvtr. Co. took over from Harrington Bros.

Westphalia, Ind.—The Westphalia Mill & Elvtr. Co. is removing the machinery and will rebuild its plant. Another elvtr. will replace the mill.

Fountain sta. (Covington p. o.), Ind.—Ed Foster, prop. of an elvtr. at Aylesworth sta. (Veedersburg p. o.), contemplates the erection of an elvtr. here.

Bluffton, Ind.—An attempt was made Apr. 17 to set fire to the old elvtr. of C. F. Davison. The blaze was extinguished before much damage was done.

Collett, Ind.—The Pyle Mercantile Co. has taken over the elvtr. and grain business of W. L. Henry & Co. at this place in exchange for its business plant at Whitewater.

Frankfort, Ind.—Gil McMasters, foreman for the J. T. Sims Grain Co., was badly injured Apr. 11 when dirt from a newly excavated ditch fell on him, burying him up to his waist.

Malden sta. (La Crosse p. o.), Ind.—The Farmers Elvtr. Co. has been organized to own and operate an elvtr. on the Chesapeake & Ohio R. R. John Maxwell is pres. and Elmer Lewis, sec'y of the company.

Briant sta. (Bryant p. o.), Ind.—We have engaged in the general grain, hay and seed business, after the mutual termination of lease, held by Stieffel & Levy, on elvtrs. at this point.—Jas. J. Adams Co.

Como sta. (Redkey p. o.), Ind.—The Farmers Elvtr. Co. has been organized with A. J. Frost, of Portland, as pres. and Wilfred Stratton, sec'y-treas., to build an elvtr. The company has applied for a site and will be incorporated in a few days.

Servia, Ind.—The recently organized Servia Elvtr. Co. incorporated; capital stock, \$15,000; incorporators, G. L. Harrison, pres., Al Heck, vice-pres., and others. An up-to-date elvtr. will be erected at once, on the Erie Railroad. Coal and seeds will be handled in connection.

North Manchester, Ind.—The Acme Grain Co. has been swindled out of \$336.86. A man, giving the name of Martin, told officers of the company that he was expecting a delivery of wheat from W. C. Ulrey, east of this city. During the absence of Mr. Vickery, office mgr., he stole a weight blank, filled in a delivery of wheat and signed the name of the mgr. At another office of the company he received a check, which was paid by a local bank.

Woodburn, Ind.—The recently organized Farmers Equity Exchange incorporated; capital stock, \$25,000; incorporators, Conrad Reimke, E. Knobloch, and others. It has bot the elvtr. of the Woodburn Elvtr. & Mfg. Co. and will take possession July 1.

INDIANAPOLIS LETTER.

E. Lowitz, of Chicago, Ill., and Charles J. Oval, of this city, have been admitted to membership in the Board of Trade.

Governor Goodrich has named a military staff. The members include Warren T. McCray, Kentland, Charles B. Jenkins, Noblesville and Bert A. Boyd, Indianapolis.

The Grain & Hay Club, composed of members of the Board of Trade, engaged in the grain and hay trade, has obtained the use of a 3½-acre tract of ground on which to grow potatoes, to assist in the movement for a greater production of food-stuffs.

W. E. Rich, of the Goodland Grain Co., Goodland, and L. H. Rich, of Harrington Bros., Rensselaer, have opened offices at 320 Board of Trade Bldg., under the firm name of the Rich Grain Co. for the purpose of conducting a general grain commission business.—Rich Grain Co.

The drive to increase food production and conservation is now on. Many fail to realize the great necessity for it; others do and all should get into it immediately so as to avoid the dire consequence of food shortage next winter, which will come if we do not do our best to produce the maximum amount. Each dealer should get word to all the farmers of his community that he will assist them in testing their seed as we want nothing but practically 100 per cent germination corn planted. The same labor will care for a full stand of corn as a 75 per cent stand. Get a line on or control of the best early maturing varieties of seed corn and get the farmers to exchange commercial varieties for it or buy it and sell to them so we will be sure a summer's work will not be lost on tending corn that will fail to produce a full crop. Sell or exchange with the farmers so it will not cost them extra. This is the grain dealer's patriotic duty, besides which he will have a chance to handle good corn as the result of such planting; hence, it is to his personal advantage to do this.—Chas. B. Riley, sec'y Indiana Grain Dealers' Ass'n.

IOWA

Popejoy, Ia.—The Farmers Elvtr. Co. has been organized.

Randall, Ia.—The Farmers Grain Co. will build a 700-ton coal pocket.

Holland, Ia.—John Neessen opened his elvtr. for business on Apr. 2.

Mediapolis, Ia.—M. E. McCray is now in charge of the Mediapolis Elvtr.

Hillsboro, Ia.—Marion Ashby is now in charge of the elvtr. of Yost & Workman.

Harris, Ia.—B. B. Anderson has sold a half interest in his elvtr. here to his son.

Ira, Ia.—Work is progressing on the new 20,000-bu. elvtr. of the Clark Brown Grain Co.

Monona, Ia.—Dell Carr is now in charge of the recently completed elvtr. of Gilchrist Co.

Superior, Ia.—Greig & Zeeman will enlarge their elvtr. and install new machinery.

South English, Ia.—The Farmers Grain & Lumber Co. will install a 5-h. p. electric motor.

Ladora, Ia.—Mr. Ward, of Kellogg, has been appointed mgr. of the Farmers Elvtr. Co. here.

Fernald, Ia.—The Clark Brown Grain Co. is erecting a 35,000-bu. elvtr. on the Rock Island.

Hampton, Ia.—The Farmers Elvtr. Co. will build an elvtr. on the M. & St. L. to replace the one on the Rock Island, which burned recently. Contract will be let in a few days.

Hamburg, Ia.—Fire at the elvtr. of F. McBride on Apr. 10 was extinguished with little damage.

Lohrville, Ia.—We built a new elvtr. and sold our old house to be wrecked.—Farmers Elvtr. Co.

Irwin, Ia.—The Updike Elvtr. Co. is resurfacing the roof of its elvtr. and installing new scales.

Sutherland, Ia.—We will build a new office some time next season.—Farmers Grain & Supply Co.

Hanlontown, Ia.—Conrad Nelson has resigned as second man at the elvtr. of the Farmers Elvtr. Co.

Garner, Ia.—The Farmers Elvtr. Co. has bot the interests of Livermore & Bracher in the Garner Grain Co.

Fayette, Ia.—The elvtr. formerly owned and operated by J. J. Carrothers is closed at the present time.—X.

Dunlap, Ia.—The Merritt Mfg. Co. will build an elvtr. on the Northwestern, near the site of the old house.

River Sioux, Ia.—Charles Barnes has been retained as mgr. of the Farmers Elvtr. Co. for another year.

Cumberland, Ia.—We did not buy an elvtr. at this place as was recently reported.—E. Rothschild Co., Atlantic.

Marengo, Ia.—M. F. Green has let contract for a 20x72 ft. addition to the Depot Elvtr. to be used for storing feed.

Lisbon, Ia.—Fiala & Aler have succeeded W. J. Fiala & Co., M. Aler having recently purchased an interest in the business.

Lanesboro, Ia.—James Hested has succeeded James Butrick, who resigned his position with the Farmers Elvtr. Co.

West Side, Ia.—Payne & Sears have installed an electric motor in their elvtr. to take the place of the old gas engine.

Bagley, Ia.—Burglars recently entered the office of the Farmers Elvtr. Co., but left without taking anything of value.

Maynard, Ia.—Fred Warnke is having a 14 ft. extension built on the top of his elvtr. and will install an automatic scale.

Templeton, Ia.—The Farmers Elvtr. Co. will handle coal, cement, posts and feed-stuffs in connection with its grain business.

Arcadia, Ia.—Herman Bruggeman has been elected pres. and David Haggé, sec'y, of the recently organized Farmers Elvtr. Co.

Lacey, Ia.—John McConnell has taken over the elvtr. and implement store of John Kaldenberg in exchange for his 80-acre farm.

Ralston, Ia.—A. D. Brandt has been placed in charge or the recently acquired elvtr. and lumber business of A. Moorehouse.

Everly, Ia.—Fred W. Roberts will place R. Moeller in charge of his elvtr. and motor thru the country to Pennsylvania about May 1.

Colo, Ia.—K. R. Frazier & Co. will replace a wooden approach and wooden bannister with a concrete approach and bannister.—E.

Sulphur Springs, Ia.—Fred C. Bitter will handle flour, feed and coal in connection with the 20,000-bu. elvtr., which he is building.

Coon Rapids, Ia.—J. J. Grosenbaugh, who recently sold his elvtr., intends to remove to Ft. Dodge, when he gives possession on June 1.

Nevada, Ia.—We are tearing down our coal sheds and rebuilding them, using concrete in the construction.—Dunkelbarger & Newton.

Winfield, Ia.—The Farmers Elvtr. Co. has remodeled and redecorated its office and contemplates the erection of a large corn crib.—N.

Humboldt, Ia.—George O. Strom, formerly mgr. of the Farmers Co-operative Ass'n., is now traveling for the Taylor & Bourne Co. of Milwaukee, Wis. He will cover western Iowa, part of South Dakota and Minnesota.

Knierim, Ia.—The coal bins of the Farmers Elvtr. Co. caught fire recently. The blaze was extinguished before much damage was done.

Paulina, Ia.—We have purchased an up-to-date wagon dump, which we intend to install in our elvtr. in the near future.—Metcalf & Cannon.

Coon Rapids, Ia.—W. H. Line, of Hancock, has been placed in charge of our recently acquired elvtr. at this station.—E. Rothschild Co., Atlantic.

Wiota, Ia.—The E. Rothschild Co., of Atlantic, has closed deal for the purchase of the elvtr. of J. Porch at this point. Possession will be given July 1.

Montgomery, Ia.—The Farmers Elvtr. Co. is being organized, with a capital stock of \$15,000. M. Rettig is temporary pres. and Frank Sutton, sec'y-treas.

Corley, Ia.—The Farmers Grain & Mercantile Co. incorporated; capital stock, \$20,000; incorporators, Claus Albers, pres. J. W. Davis, sec'y, and others.

Des Moines, Ia.—Fire on Apr. 16 destroyed the elvtr. and mill of the Bast-Fogarty Co. A car of corn and oats and 3 cars of flour and feed burned.

Marcus, Ia.—Lorne M. Londergan, mgr. of the elvtr. and lumber yard of the Edmonds-Londergan Co., was married Apr. 10 to Miss Florence Clark, of Ida Grove.

Peterson, Ia.—We have not decided whether or not we will build another elvtr. this year. No action has been taken so far.—Joe Sawyer, mgr. Farmers Elvtr. Co.

State Center, Ia.—The Quaker Oats Co. has sold its elvtr. on the C. & N. W. Ry. to Geo. E. Mead, the present mgr., and his son-in-law, M. Goodman. Possession will be given May 1.

Ackley, Ia.—The Farmers Co-operative Co. has been organized, with a capital stock of \$20,000, to engage in the grain, coal, lumber, livestock and general merchandise business.

Columbus Jctn, Ia.—Weber & Huston are now conducting the grain, fuel and feed business, formerly owned by Sprague & Weber. J. A. Sprague recently sold his interest to J. H. Huston.

Crocker, Ia.—Fire Apr. 22 destroyed an elvtr. and lumber yard, together with 20,000 bus. of corn and wheat. Estimated loss, \$35,000. The fire is believed to have been of incendiary origin.

New London, Ia.—The Farmers Elvtr. Co. is taking down the old elvtr. and frame buildings around its new elvtr. The contract has been let for a new hollow tile brick building for storing seed.

Midvale, Ia.—The feed and flour house in connection with our elvtr. here was broken into and 12 sacks of flour and 1,200 lbs. of binder twine was stolen.—H. R. Sheldahl, mgr. Farmers Grain Co., Huxley.

Colo, Ia.—The Farmers Grain Co. will replace its old leg and belt with a new leg and 18-in. belt and will raise the cupola slightly to accommodate a large head pulley. A manlift will be installed.

Oyens, Ia.—The Plymouth Mfg. Co. has re-opened its elvtr., which has been closed for 2 years. The company owns another elvtr. here and this house was leased to the Farmers Elvtr. Co. for storage purposes.

Story City, Ia.—We are handling a full line of feeds, coal, seeds, hay and tile in connection with our new 31,000-bu. elvtr. Our firm is composed of A. A. Burke and C. E. Stephenson.—Burke & Stephenson.

Griswold, Ia.—The elvtrs. at this station and several cars of grain on the track were endangered by fire, which broke out in the Seely Flour & Feed Mill Apr. 18. A large amount of grain and flour in the building burned.

Marsh, Ia.—The Farmers Elvtr. Co. will build a 12x24 ft. office, 30 ft. from the elvtr., and a 24x30 ft. store house on the opposite side of the driveway, with a roof over the scale. The house may be covered with iron.—C. M. Boon.

Nevada, Ia.—We contemplate the erection of a circular crib and granary, to be built of vitrified hollow tile, with elevating machinery and sheller. Work will start as soon as the weather permits.—F. G. Booher, mgr. Farmers Grain Co.

Titonka, Ia.—The recently organized Farmers Elvtr. Co. bot and took possession Apr. 9 of the elvtr. of the Titonka Grain Co. A. M. Holcomb, who was second man at the elvtr. of the Farmers Elvtr. Co. at Swea City, has been appointed mgr. here.

Des Moines, Ia.—Due to the death of Mr. Ward a few months ago, the firm name of Harper & Ward will be changed to Harper & Sons. My two sons, John T. and Robert R., will be associated with me in conducting the business in the future.—R. W. Harper.

La Porte, Ia.—I have bot the stock of the Producers Elvtr. Co. and am now in possession of its new 18,000-bu. elvtr. I have been mgr. for the company for 3 years and we have handled about 700,000 bus. of grain in that time altho we had 2 poor corn crops.—F. E. Hoyt.

Boxholm, Ia.—I will remodel my elvtr. by putting in a new pan, new boot, 12 in. belt to take the place of the old narrow belt, and 11x6 in. cups. The cupola will be raised and the automatic scale will be moved from the working floor to the cupola.—J. E. Swedberg.

Doris sta. (Independence p. o.) Ia.—Joseph Jost and Fred Maynard have bot the elvtr. and grain, flour, feed, coal and live stock business of S. Miller & Son. They will take possession Aug. 1. Samuel Miller died Feb. 11 and his son, A. P. Miller, has been conducting the business.

Blencoe, Ia.—The Farmers Elvtr. Co. has finished a prosperous year making a profit of approximately \$5,000. It is figuring on installing a car mover this season. I succeeded Geo. A. Arnold on Apr. 1 as mgr. and Mr. Arnold is now mgr. of the Farmers Elvtr. Co. at Humboldt.—J. E. Glaman.

Holstein, Ia.—We will build a 32x48 ft. brick office building, with the scale under the roof. It will be fireproof and will contain 4 rooms, including the office room, directors' room, seed room and bed room for helper. The cost will be \$4,000 with the new safe and furnace.—Farmers Elvtr. Co.

Des Moines, Ia.—The house killed an amendment to the Lake bill, H. F. 523, on Apr. 9 so decisively that the original measure was withdrawn. The vote was 66 to 8. The bill would have repealed the present anti-bucket shop laws in the state and according to grain dealers, hit legitimate concerns dealing in futures.

Salix, Ia.—Fire early April 10 totally destroyed the iron clad elvtr. of the Farmers Elvtr. Co., entailing a loss of \$39,000. The building contained about 20,000 bus. of wheat and corn, valued at \$26,000. Tramps are believed to have been responsible for the fire. The loss was fully covered by insurance and rebuilding plans are now being made. A larger building will be erected.

McIntyre, Ia.—Fire on Apr. 13 destroyed the elvtr. of the Cargill Elvtr. Co., together with 5 cars of flaxseed, oats, corn and flour. Mr. Blanchard, local supt., reported that the fire dept. saved 600 bbls. of flour and 100 bags of grass and field seeds during the fire. On account of having no water in the town the balance was reduced to ashes. The estimated loss of \$11,000 is covered by insurance.

Henderson, Ia.—I have let contract for a 25,000-bu. iron elvtr. with asbestos roof, to the R. M. Van Ness Construction Co. This elvtr. will replace the one, which burned at midnight Mar. 26. The fire started on the outside of the building from an unknown cause, other than the report of an explosion. In a short time the north side of the building was all in flames. Estimated loss on the building, \$7,000; grain, \$15,000.—W. H. Harbor.

Wyman, Ia.—Paul T. Brown will rebuild at once his elvtr., which burned Mar. 28. Mr. Holland, an employe, carried a lighted lantern to the cupola to repair the machinery, which was out of order. The lantern caught in a belt and was overturned. He was unable to extinguish the resultant fire, which destroyed the building, containing 2,800 bus. of grain. The estimated loss is several thousand dollars, on which \$4,000 insurance was carried.

KANSAS

Hilton, Kan.—The Farmers Union is planning to build an elvtr.

Cedar Point, Kan.—J. L. Wilkin is building an elvtr. at this place.

Simpson, Kan.—The Farmers Elvtr. Co. will build a new tile office.

Irving, Kan.—The Royal Cereal Mfg. Co. is preparing plans for a new plant.

Lawrence, Kan.—A new engine will be installed in the elvtr. of W. D. Gwin.

Blue Rapids, Kan.—The Blue Rapids Mill & Elvtr. Co. is enlarging its corn cribs.

Dighton, Kan.—The Rock Mfg. & Elvtr. Co. has installed electric power in its elvtr.

Delivale, Kan.—The elvtr. of the Grubb & Hamacher Grain Co. is being remodeled.

Canton, Kan.—The Farmers Grain & Supply Co. is building a warehouse near its elvtr.

Junction City, Kan.—The Farmers Union will build a concrete elvtr. at a cost of \$15,000.

Protection, Kan.—The Farmers Grain & Supply Co. will build a new detached office.—T.

Emporia, Kan.—B. E. Teichgraeber & Son contemplate the erection of an up-to-date elvtr. and mill.

Long Island, Kan.—A. R. Hicks, mgr. of the Farmers Union Elvtr. Co. has removed to Imperial, Neb.—P. M.

Zenda, Kan.—We are putting a cleaner and manlift in our elvtr.—J. C. Case, mgr. Zenda Grain & Supply Co.

Clonmel, Kan.—I am now the owner of the elvtr. here and am operating it on my own account.—C. J. Honer.

Ford, Kan.—The Ford Equity Union will erect an 18x50 ft. warehouse with basement for storing potatoes.

Coldwater, Kan.—We intend to install electric lights in our elvtr.—Earl Martin, agt. Larabee Flour Mills Co.

Ottawa, Kan.—F. J. Miller has been appointed receiver of the Forest Park Mfg. Co., which owns an elvtr. here.

Stockton, Kan.—Chas. Woodruff has resigned as mgr. of the Farmers Union Elvtr. Co. and removed to Junction City.

Norwich, Kan.—H. O. Thorne intends to install a cleaner and to replace his gasoline engine with electric power.—T.

Lawrenceburg sta. (Clyde p. o.) Kan.—The Clyde Co-operative Supply Co. has taken over the elvtr. at this station.

Gerlane, Kan.—This station has 2 elvtrs. I have not heard anything of late about the farmers organizing an elvtr. company.—X.



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GRAIN COMMISSION
MILWAUKEE

The GRAIN DEALERS JOURNAL.

Croft, Kan.—I will operate the elvtr. of the Arkansas City Mfg. Co. at this point.—Roy Bender, formerly at Darrow, Okla.

Huron, Kan.—The Baker-Crowell Grain Co. will build an up-to-date elvtr. to replace the one which it has dismantled.

Norwich, Kan.—The Bartlett Bros. Grain Co. is dismantling its milling plant and in the future will operate only the elvtr.—T.

Coats, Kan.—The Farmers Grain & L. S. Ass'n will build new coal bins to replace the ones which are now being taken down.—T.

Kiowa, Kan.—I will have my new 15,000-bu. up-to-date elvtr. completed by May 1. Electric power will be installed.—W. P. Mills.

Sterling, Kan.—H. M. Lloyd, who operated a 20,000-bu. elvtr. here, is dead and I am the administrator of his estate.—J. W. Carter.

Coldwater, Kan.—I am temporarily in charge of the elvtr. of the Morrison Grain Co. as Ira D. Powell, agt., is ill.—O. M. Osborne.

Shipton, Kan.—We recently purchased at auction the elvtr., formerly owned by the Ball Mfg. Co.—Aunt Jemima Mills Co., St. Joseph, Mo.

Coldwater, Kan.—We will install a new wagon scale, of large capacity.—Harry Marshall, mgr. Farmers Grain, L. S. & Mercantile Ass'n.

Belvidere, Kan.—No elvtr. is located at this station. I am buying grain for Henry Whacker, of Greensburg, using a portable elvtr.—Port Unger.

Aurora, Kan.—The Aurora Grain Co. will wreck its old elvtr. and build a 20,000-bu. up-to-date elvtr. to replace it. A. L. Kay is mgr. of the company.

La Crosse, Kan.—C. Smith and Henry Weigand have bought the elvtr. of the H. S. Fish Grain Co. for \$5,000. Mr. Fish died recently at Kansas City, Mo.

Wakeeney, Kan.—The Hardman Lumber Co. has let contract for a 40,000-bu. concrete elvtr., with up-to-date equipment. It will be completed by July 1.

Chase, Kan.—Walter Sanderson has resigned as mgr. of the Farmers Elvtr. Co. at Cleveland and will return to this place to engage in the grain business.

Protection, Kan.—W. A. Jordan has erected a building into which he intends to install a Midget Marvel Mill. It will be ready for operation by July 1.—T.

Sawyer, Kan.—We expect to remodel a portion of our elvtr. to make more storage room. We will install a manlift.—B. Dinkins, mgr. Sawyer Equity Exchange.

Wilmore, Kan.—The Farmers Co-operative Co. is enlarging its office so as to provide for a private room for the mgr. and the board of directors.—E. Heflin, mgr.

Ewell, Kan.—C. C. Smith, of Conway Springs, is erecting a 10,000-bu. elvtr. to replace the house which he recently purchased and which has been taken down.—T.

Nashville, Kan.—We are widening the driveway in our elvtr. and will provide additional storage by building bins over the driveway.—A. H. Millard, mgr. Farmers Elvtr. Co.

Coldwater, Kan.—I am taking down my old house and have let contract to the White Star Co. for an up-to-date 30,000-bu. elvtr. on the site.—P. A. Johnston, per Walter Johnston.

Rago, Kan.—We are considering the erection of an elvtr. here. There is no elvtr. here now and W. H. Lipper, our agt., is buying grain on track.—Independent Mfg. Co., Kingman.

Anness, Kan.—I am sec'y and F. A. Messmer is pres. of the recently organized Anness Co-operative Supply Co., which has made application for a site for an elvtr. on the Santa Fe. We intend to build a 15,000-bu. elvtr., to be ready for the new crop. The contract has not been let.—Robt. W. Wilson.

Nashville, Kan.—E. H. Huey has resigned as mgr. of the elvtr. of the Larabee Flour Mills Co. and will take charge of the elvtr. of the Farmers Elvtr. Co. at Cunningham on June 1.

Duquoin, Kan.—The farmers held a meeting here recently and decided that the prospect of the growing crop would not justify the erection of an elvtr. this year by them.—J. W. Shepard.

Mccune, Kan.—H. L. Stewart has bot his father's interest in the elvtr. and grain business of J. N. Stewart & Son. He will continue the business under the name of the H. L. Stewart Grain Co.

Inman, Kan.—This station has 2 elvtrs., operated by the Enns Mfg. Co. and our company. The Ball Mfg. Co. intended to build last fall but went bankrupt before work was started.—Farmers Elvtr. Co.

Sibleyville sta. (Sibley p. o.) Kan.—Charles Yandell will remodel his recently acquired elvtr. and install new machinery. F. E. Beeson will assist Mr. Yandell, who was formerly in the grain business at Soldier.

Herkimer, Kan.—The Herkimer Co-operative L. S. & Grain Co. is erecting a 16,000-bu. elvtr., which will be finished by May 1, at a cost of \$7,000. Electric power will be installed. Edward Horman will be mgr.

Burrton, Kan.—The N. Sauer Mfg. Co. is overhauling its elvtr. and feed grinding mill at this place. It will install a new engine to operate the elvtr. and in the future the old engine will handle only the grinding rolls.—L.

Kingman, Kan.—We are operating a Midget Marvel Mill, of 50 bbls. capacity, and the machinery has been purchased to increase the capacity to 100 bbls. We are now running full time.—H. F. Braley, general mgr. Independent Mfg. Co.

Gypsum, Kan.—The defunct Ball Mfg. Co. started the erection of an elvtr. here but, before the framework was completed, work was stopped. The 2 elvtrs. at this station are operated by the Gypsum Mill & Elvtr. Co. and our company.—C. G. Bennett, of Gypsum Valley Grain Co.

Burrton, Kan.—The Halstead Mfg. & Elvtr. Co. has purchased the partly built elvtr., which the farmers of this community erected for the defunct Ball Mfg. Co., of Kansas City, Mo. It will complete the plant and use it as supplementary storage when needed. The office of the Ball elvtr. will be moved nearer to the other elvtr. to take the place of the one now in use.—L.

Atchison, Kan.—The Orthwein-Matchette Co. has taken over the cash grain and consignment business of W. W. Young and will handle it in connection with its own business here. R. W. Polson, who has been with Mr. Young, will be mgr. of the cash grain dept. and T. J. Bartholow will remain as mgr. of the future dept. Mr. Young will be in charge of the cash grain dept. for the company at Kansas City, Mo.

HUTCHINSON LETTER.

The Kansas Grain Co. is reported to be planning the erection of a mill. L. B. Young, who is now in California, also is planning to build a mill.

Construction work has not been started on the 1,000,000-bu. elvtr. of the Southwest Terminal Elvtr. Co. but the sale of the company's capital stock is progressing rapidly.—C. L.

The Board of Trade took a prominent part in the loyalty parade Apr. 6. About 60 dealers were in the line of march, and an immense banner which they bore had printed on it the name of the organization. At the head of the column, which was 15 blocks long, marched J. R. Baker with Mr. Goodman at his side. This is the same Good-man who travels for Vandiers-Lynds and he walked with a large United States flag draped around his body. The Board of Trade attracted more attention than any other body in the column.—L.

Report states that elvtrs. will be located every 5 miles along the Ash Valley extension of the Anthony & Northern Railroad.

Work will be started soon on the 100,000-bu. concrete elvtr. of the L. H. Pettit Grain Co. and will be completed to handle the new crop. It will be up-to-date in every respect and will facilitate the handling of the grain, which comes from the company's line of elvtrs. on the Rock Island, west of Hutchinson. Plans for the erection of a mill in connection are now being made.—L.

TOPEKA LETTER.

The recently organized Golden Belt Grain Co. has been incorporated with a capital stock of \$75,000.

S. B. 719, giving the public utilities commission jurisdiction over grain car distribution, which was introduced as a railroad comitee bill, was passed on 3rd reading and message over to the house.

Willis Norton & Co., props. of the Inter-Ocean Mills, have purchased a site for the erection of a large grain storage tank. They have filed a petition for closing 100 ft. of a city alley so that they can connect their mills with the new grain tank.

Suit was brot April 11 in the district court by the Thompson Mfg. Co., of New York, against the Bennett Commission Co. Damages are claimed for \$1,862.50 for alleged failure to deliver wheat, which it had contracted to furnish the milling company.

WICHITA LETTER.

Work is progressing on the 1,000,000-bu. elvtr. of the Wichita Terminal Elvtr. Co.

C. M. Jackman, member of the Board of Trade, has been elected city commissioner.

The Board of Trade will hold its annual reception for its dealer friends on May 24 and 25.—T.

James H. Sherman, sec'y of the Board of Trade, is now Captain Sherman. He has organized a troop of cavalry, which was mustered into the National Guard. As soon as his broken ankle is better he will take charge.

J. E. Kramer, pres. of the Farmers State Bank, Wellington, who some time ago bot Mr. Dazey's membership in the Board of Trade here, has engaged in the grain business. The firm will be known as the Kramer Grain Co. Mr. Kramer in former years was identified with the Kramer Mfg. Co. of Wellington, Caldwell and Anthony. Mr. Nebergall is a partner in the business and will have charge of the office here. He is a well known grain and elvtr. man. The company will operate elvtrs. on the Santa Fe, Rock Island and Mo. Pacific.—Clark Burdg, of Clark Burdg Grain Co.

KENTUCKY

Richmond, Ky.—The J. W. Zaring Grain & Mill Co. has made needed repairs in its plant.

Louisville, Ky.—No definite plans have been made as yet regarding the rebuilding of the burned Kentucky Public Elvtr.

Franklin, Ky.—The Franklin Elvtr. & Warehouse Co. has completed its new 300,-000-bu. elvtr. and it is open for inspection.

LOUISIANA

New Orleans, La.—Contract for the 1,-600,000-bu. annex to the new 1,000,000-bu. Dock Board Elvtr. has been let to Janse Bros., Boomer, Crain & Howe. Ground has already been broken.

MARYLAND

Hagerstown, Md.—I have decided not to remodel my elvtr. this season.—C. M. Horst.

BALTIMORE LETTER.

The elvtrs. here are being guarded day and night by state militia.

Willard Thompson, member of the Chamber of Commerce, died recently.

J. Bolgiano & Son have subscribed \$1,000 to a fund to be used in financing farmers

John Weitzel, retired grain and feed dealer, died Apr. 10, aged 73 years. who are unable to buy seed.

At the annual auction sale of grain tables on the Chamber of Commerce the first choice went to E. Steen & Bro.

William M. Smith, who represented W. H. Ferrine & Co. at this place, is now associated with H. C. Jones & Co., grain and hay dealers.

Charles A. Runkles, formerly engaged in the grain and milling business at Mt. Airy and a member of the Baltimore Chamber of Commerce, died Apr. 6.

Contract has been let by the Pennsylvania Railroad Co. for a 4,000,000-bu. elvtr. at Canton, to Jas. Stewart & Co. Work will start at once on the structure, which will replace the elvtr. which burned last year.

The directors are considering changing the present custom of conducting the grain calls on the Chamber of Commerce. Instead of having 3 calls a day the members will be asked to vote upon a proposition to have but one, at noon, each day, and on Saturdays a call at 11 o'clock.

MICHIGAN

Portland, Mich.—C. W. Peake is the pres-ent mgr. of the Farmers Elvtr. Co.—U. J. Maynard, pres.

Jamestown, Mich.—The Farmers Elvtr. Co. has been organized, with a capital stock of \$20,000, to build an elvtr. here.

Snower, Mich.—The 5-ft. concrete foun-dation of the warehouse of the Snover Grain Co. gave away and the building was badly damaged.

Detroit, Mich.—The report that Walter W. Brackel, of Grand Rapids, has engaged in the grain business here, is not correct so far as we can learn.—D. A.

MINNESOTA

Rothsay, Minn.—The elvtr. of the North-western Elvtr. Co. is closed.—X.

Donnelly, Minn.—The elvtr. and coal shed of the Farmers Elvtr. Co. are being re-built.

Northfield, Minn.—The erection of an elvtr. by the farmers in this section is be-ing discussed.

Goodridge, Minn.—A. B. Mandt, of Georgetown, has bot the elvtr. of the At-lantic Elvtr. Co.

Clara City, Minn.—Frank Stutleberg, for-merly agt. of the Thorpe Elvtr. Co., has gone to war.—B.

Melvin, Minn.—F. A. Olson, formerly agt. of the Monarch Elvtr. Co., has removed from this place.—P. M.

Meriden, Minn.—Henry Palas has been employed to assist Mgr. Haas at the elvtr. of the Farmers Elvtr. Co.

Eldred, Minn.—The recently organized Farmers Elvtr. & Trading Co. incorpor-ed; capital stock, \$20,000; incorporators, Ole F. Brunn, J. L. Martin and J. Thore-son.

Tracy, Minn.—The Farmers Elvtr. Co. will remodel its old elvtr. A new pit will be installed, new spouting and other gen-eral arrangements made to put this house in good condition. T. E. Ibbsen will do the work.

Russell, Minn.—The Farmers Elvtr. Co. has let contract for a 400-ton up-to-date coal handling plant to T. E. Ibbsen. It will be equipped for handling both hard and soft coal, and will have machinery for delivering coal from the car to the bin and for delivering coal from the bins to the farmers' wagons.

Wabasha, Minn.—The R. E. Jones Co. has let contract for the erection of a large ironclad cleaning and transfer house to T. E. Ibbsen. Equipment includes 8 legs, 25 bins, car puller, shovel, several cleaners especially arranged for handling and clean-ing barley as well as other grains. Large receiving and weighing out scales will be placed in the cupola.

Red Lake Falls, Minn.—The elvtr. of the Red Lake County Grain Co., on the North-ern Pacific, is closed and will not be opened until fall.—X.

Rolling Stone, Minn.—Nick Meyers, who recently bot the elvtr. of the Western Elvtr. Co., is planning to organize a farmers elvtr. company to operate it.

Kiester, Minn.—The recently organized Farmers Elvtr. Co., which bot the elvtr. of the Western Elvtr. & Grain Co., will com-mence business June 1, with W. H. Koch as mgr.

Argyle, Minn.—The Farmers Elvtr. Co. has let contract for the remodeling of its elvtr. to T. E. Ibbsen. A new Ibbsen Double Distributor will be placed at the head, a new engine and the Ibbsen Bin Alarm System will be installed and a scale will be placed in the driveway.

Dawson, Minn.—The Equity Elvtr. Co. has let contract for a 500-ton coal handling plant, for handling hard and soft coal, to T. E. Ibbsen. It will contain 10 bins fully equipped with up-to-date machinery, for unloading the coal and delivering to the farmers wagons thru steel chutes.

DULUTH LETTER.

The Board of Trade will close the visitors' gallery.

Adam G. Thomson, member of the Board of Trade, was married Apr. 14 to Miss Eloise McConnell, of Helena, Mont.

F. P. Houghton, A. R. Bock, J. L. Mullin and J. W. Jackson have been admitted to membership in the Board of Trade and the memberships of Kenneth A. Scott, Arthur McGuire, H. F. Salyards and Leo L. Schmied have been withdrawn.

Special military protection for grain stored in terminal elvtrs. here has been ordered by Governor Burnquist. The guard was urgently requested by the Capital Terminal Elvtr. Co., the Peavey Duluth Terminal Elvtr. Co., and the Consolidated Elvtr. Co., the mgrs. of which feared deprivations by foreigners.

MINNEAPOLIS LETTER.

The Sheffield Elvtr. Co. has been incor-porated, with a capital stock of \$500,000.

The Gee Grain Co. is making extensive improvements in its terminal elvtr. T. E. Ibbsen is doing the work.

The linseed oil mill of Spencer Kellogg & Sons was damaged Apr. 9 to the extent of \$5 instead of \$5,000 as was reported.

A home defense company has been formed at the Chamber of Commerce and will be drilled by Rufe Godfrey, with Fred Olson assisting.

Traveling representatives' licenses have been issued to Paul Schmedeman to repre-sent the Becher-La Bree Co., Merton K. Robbins to represent Hallet & Carey Co. and to H. G. Campbell to represent the Milwaukee Elvtr. Co.

The American Flour & Cereal Mills Co. has changed its name to the Clark Mfg. Co., with Thomas L. Clark as pres. Next year it will double the capacity of its new plant, consisting of a 300,000-bu. elvtr., 500-bbl. rye mill and 200-bbl. flour mill.

Following 2 explosions Apr. 9 the 100,000-bu. elvtr. of the Quinn-Shepherdson Co., known as Elvtr. "D" was badly damaged. Estimated loss \$30,000. The 650,000-bu. elvtr. of the Marfield Grain Co. was also damaged. The loss is reported as \$150,000. The working houses were totally destroyed but the adjoining concrete tanks, containing a great quantity of grain, are shot to be in good condition. Elvtr. "D" contained about 50,000 bus. of corn and more than 4,000 bus. of wheat, which is probably not badly damaged. About 60,000 or 70,000 bus. of grain was in process of cleaning or transferring in the working house of the Marfield Grain Co. Several cars of grain on track burned. A blaze in the elvtr. of the Van Dusen-Harrington Co. and also the elvtr. of the Stewart Grain Co. at the same time was extinguished with little damage. The total loss is covered by insurance. Inspectors are investigating the origin of the fires and national guardsmen are stationed at all the elvtrs. in the city.

The following memberships in the Cham-ber of Commerce have been transferred: From Samuel Phillips to Ralph Bruce; J. A. Todd to Samuel Phillips; H. P. Watson to Watson S. Moore; L. E. Katzenbach to James A. Connolly; E. L. Welch to Clarence H. Green. The membership of the estate of Mark Shultz has been posted for transfer to Herman A. Jeub.

Tariffs which name increased switching charges at Minneapolis and St. Paul, Minn., on a carload switched between industries on the lines of the Chicago, Milwaukee & St. Paul and the Minneapolis & St. Louis Railroads have been suspended until Aug. 1 by the Interstate Commerce Commis-sion. Proposed change except on inbound grain is 1¢ per 100 lbs., subject to a car-load minimum weight of 60,000 lbs. The present charge varies from \$1.50 to \$3 per car.

ST. PAUL LETTER.

The senate com'te on grain and ware-house has killed the bill providing for an interim commission to investigate grain marketing and live stock exchanges. This bill had passed the house.

The St. Paul Ass'n of Commerce has de-cided to start an investigation on its own account of the Equity Exchange. This is to be of a friendly nature to see what can be done to put the exchange on a paying basis.

The bill separating the state grain in-spection dept. from the railroad and ware-house commision was defeated in the state senate by a vote of 46 to 16. It provided for the appointment of a chief grain in-spector by the governor instead of the commission.

The senate Apr. 18 passed the house bill to prevent discrimination in the price paid for grain. The purpose of this bill is to prevent grain dealers from paying more for grain in one locality than they do in another the same distance from St. Paul or Minneapolis.

MISSOURI

Ridgeway, Mo.—I am out of the grain business.—C. D. Ury.

Union, Mo.—August Maune has succeeded August Flink as mgr. of the elvtr. of A. J. Gorg.

Aullville, Mo.—An elvtr. will be erected by the Eagle Mill & Elvtr. Co., of Higgins-ville.

Fredericktown, Mo.—We are erecting a large brick warehouse.—Fredericktown Mfg. Co.

Humansville, Mo.—The elvtr. formerly owned by P. D. Blake is not now in operation.—X.

Auxvasse, Mo.—Kay Maupin bot an in-terest in the elvtr. and mill of the Aux-vasse Mfg. Co.

Harris, Mo.—G. L. Johnston has discon-tinued the grain business and removed from this place.—E.

Plattsburg, Mo.—R. V. Seward & Sons, of Hardin, have leased a site and let con-tract for the erection of an elvtr.

Sweet Springs, Mo.—Thieves recently enter-ed the warehouse of the Farmers Elvtr. & Grain Co. and stole a quantity of flour.

Nevada, Mo.—The erection of a 15,000-bu. elvtr. by the Moss & Ewing Grain Co. is now being considered. The building will be reinforced concrete, 3 stories high.

Lilbourn, Mo.—The Lilbourn Grain Co. will commence the erection of an elvtr. about June 1. It will be located on the St. L. & S. W. and will be completed by Aug. 1. No elvtrs. are located at this sta-tion now.—X.

Jefferson City, Mo.—Governor Gardner on Apr. 10 signed the bill authorizing the em-ployment of convicts in the Missouri peni-tentiary in road building and the bill in-creasing the state license on automobiles and placing the proceeds in the state good road fund. The law does not become ef-fective until Jan. 31, 1918, at the close of the current motor vehicle license year.

The GRAIN DEALERS JOURNAL.

Lexington, Mo.—The elvtr., 500-bbl. flour mill and warehouse of the Lexington Flouring Mills burned Apr. 8, with an estimated loss of \$50,000 on the building and machinery. About 35,000 bus. of wheat burned, with insurance of only \$32,500.

KANSAS CITY LETTER.

Edwin Messervey, Jr., of the Hall-Baker Grain Co., is seriously ill.

Fred W. Langenberg, of St. Louis, has been admitted to membership in the Board of Trade.

Harry H. Hodgson, member of the Hodgson-Davis Grain Co., sustained a heavy loss when his home burned recently.

Kay H. Beach, prop. of our company, has sold his membership in the Board of Trade and will discontinue the grain business.—Beach Grain Co.

Harry G. Randall, mgr. of the Midland Mfg. Co., which has erected an elvtr. here, purchased the membership of L. B. Young in the Board of Trade, for \$8,500, including the transfer fee of \$500.

W. W. Young, of Atchison, Kan., has succeeded W. P. Hemphill as mgr. of the cash grain dept. of the Orthwein-Matchette Co. Mr. Hemphill is now a member of the Addison-Benton Grain Co.

ST. JOSEPH LETTER.

Steele M. Bird, grain dealer, was bequeathed recently by the death of his father.

John M. Flynn, sec'y of the Grain Exchange, is celebrating the arrival of a baby boy, born Apr. 17.

The G. W. Carter Grain Co. bid \$30 for first choice of grain tables at the recent auction by the house com'ite of the Grain Exchange.

A great deal of interest is being taken in the proposition of increasing the commission charges on the local market. Some definite action will be taken in a short time.

C. L. Scholl, of Beatrice, Neb., formerly connected with Goffe & Carkener at Kansas City, has been admitted to membership in the Grain Exchange on transfer from Chas. G. Smith, of the Miller-Stevenson Grain Co. He will be connected with the Aunt Jemima Mills Co.

ST. LOUIS LETTER.

The gallery over the trading floor of the Merchants Exchange has been closed to visitors while the country is at war. Other exchanges closed their galleries some time ago.

The report of Eugene Smith, sec'y of the Merchants Exchange shows that 52 memberships have been redeemed at \$400 under the plan adopted Jan. 1, which provides that 100 may be redeemed during the year. The redemption next year will be \$500 and the following year \$600.

MONTANA

Shawmut, Mont.—The Equity Society has been organized and is planning the erection of an elvtr.

Gildford, Mont.—The Equity Elvtr. Co. operates a 30,000-bu. elvtr. here with W. J. Wiese as mgr.—X.

Livingston, Mont.—The Park County Mfg. Co. has secured a site, near the Northern Pacific, for its new plant.

Chester, Mont.—The International Elvtr. Co. will make alterations in its elvtr. T. E. Ibberson will do the work.

Hamilton, Mont.—The Hamilton Cereal & Flour Mill Co. has let contract for a 100,000-bu. reinforced concrete elvtr.

Rudyard, Mont.—The International Elvtr. Co. will make necessary repairs on its elvtr. T. E. Ibberson will do the work.

Savoy, Mont.—The Farmers Equity Ass'n will be incorporated, with a capital stock of \$50,000, to erect an elvtr. and implement warehouse.

Great Falls, Mont.—The Equitable Co-operative Mfg. Co. incorporated; capital stock, \$1,000,000; incorporators, John C. Dooley, James E. Waite and E. J. M. Wilkins.

Wibaux, Mont.—David Baird has bot the interests in the Northside Elvtr. of J. C. Kinney, H. B. Hanson, George Fox and Fred Zopff.

Great Falls, Mont.—Morgan Burke, representative of the Imperial Elvtr. Co., was married Apr. 9 to Miss Mabel Van Dusen, of Spokane, Wash.

Geraldine, Mont.—Work has been started on the erection of a 25,000-bu. elvtr. for the Greeley-Schmidt Elvtr. Co. The company already operates 6 elvtrs.

Inverness, Mont.—The International Elvtr. Co. will paint its elvtr. and make extensive improvements in it. T. E. Ibberson will do the work.

Valier, Mont.—The International Elvtr. Co. will install a cleaner and leg and sub pit arrangement in the new elvtr. for which it let contract to T. E. Ibberson.

Jopolin, Mont.—The International Elvtr. Co. will paint its present plant, elvtr. and annex and make other improvements in the elvtr. T. E. Ibberson will do the work.

Forsythe, Mont.—Arrangements have been made by the Community Club to erect a 100-bbl. mill and up-to-date elvtr., on the C. M. & St. P. Ry. The railway company will furnish the site and lay a side track to the plant.

Fife, Mont.—The State Elvtr. Co. of Cascade, has let contract for the erection of an elvtr. on the Billings line of the Great Northern. The company now operates 15 elvtrs. in Montana and has let contracts for several others.

Sandcoulee, Mont.—The new 30,000-bu. elvtr. of the Rocky Mountain Elvtr. Co. has not been opened as yet on account of the grain shortage last season, due to hail. The building has 4 bins and is equipped with electric power.—X.

Lohman, Mont.—The recently incorporated Equity Elvtr. & Mercantile Co. anticipates the erection of an elvtr. but no definite arrangements have been made. This station has 2 elvtrs. at present, operated by the H. Earl Clack Co. and the Milk River Elvtr. Co.—X.

Sweet Glass, Mont.—M. K. Ellingson has let contract for a 30,000-bu. elvtr. to T. E. Ibberson. It will be equipped with 2 cleaners, Maltese cross work floor, 16 bins, 2 legs, and a 16-ft. full platform dump scale in the driveway. Work will be started at once on the house, which will be ironclad and will have a slab foundation.

Hingman, Mont.—The International Elvtr. Co., of Duluth, Minn., has let contract for the erection of a 35,000-bu. elvtr. to T. E. Ibberson. The house will contain 18 bins and will be equipped with a cleaner, 2 legs, platform dump, reinforced slab foundation, 15-h. p. engine, Ibberson Double Distributor and Ibberson Bin Alarm System. Work will be started at once.

Great Falls, Mont.—Our coming convention, which will be the third annual, will be held the second week in July and in the Yellowstone National Park. Dates and full program have not yet been determined. Indications already are we will have a big attendance and a number of good speakers who will address the gathering of grain dealers and growers on important and interesting subjects.—H. N. Stockett, sec'y, Northwestern Grain Dealers Ass'n.

Fife, Mont.—The contract has been let by the Farmers Elvtr. Co. for a wood and concrete elvtr., to replace the one which burned Mar. 30. It will have all overhead bins, leaving the ground floor for working space where the most up-to-date cleaning and grinding machinery will be installed. The equipment includes a large Richardson Simplex Cleaner, Richardson Separator, of 1,800 bus. per hour capacity and Richardson Diamond Ball Bearing Attrition Mill. The working house will have a handling capacity of from 12,000 to 15,000 bus. per hour, and will be supplemented with 4 concrete storage tanks, of 40,000 bus. capacity. Both the elvtr. and bungalow adjoining will be electrically lighted. The plant, which will cost about \$18,000, will have a total storage capacity of 60,000 bus.

NEBRASKA

Gresham, Neb.—Work on the elvtr. was commenced recently.

Waco, Neb.—J. W. Beer is building an elvtr. and alfalfa mill.

Oakdale, Neb.—The Oakdale Mfg. Co. will increase its grain storage 25,000 bus.

Hoag, Neb.—The Farmers Elvtr. Co. has installed a 10-h. p. engine in its elvtr.

Hastings, Neb.—The Jackson Mfg. Co. has started work on an elvtr. and mill.

Holdrege, Neb.—The Central Granaries Co. is building coal sheds near its elvtr.

Sholes, Neb.—John Davis has bot the elvtr. and stock business of E. W. Clossen.

Cortland, Neb.—An addition is being erected to the office of the Farmers Elvtr. Co.

Grant, Neb.—Chas. Pierpont has succeeded A. W. Beard at the elvtr. of Sells & Rector.

Parks, Neb.—The Parks Equity Exchange has bot the Phelan Elvtr. Ed Pierson will be mgr.

Rogers, Neb.—The Wells Abbott Nieman Co. is erecting a 35,000-bu. elvtr. west of the old site.

Lynch, Neb.—Rudolph Misek, of Howells, has been appointed agt. of the Nye Schneider Fowler Co.

Clarks, Neb.—W. F. Sheppard has been retained as mgr. of the Farmers Grain Co. for another year.

Lyons, Neb.—Arthur Hein, agt. of the Farmers Grain Co., was married Apr. 11 to Miss Bertha Frank.

Creston, Neb.—Leonard Hamel has succeeded Frank G. Titus as agt. of the Nye Schneider Fowler Co.

Arcadia, Neb.—Bert M. Hardenbrook, of Fremont, is now mgr. of the Arcadia Co-operative Ass'n here.

Foster, Neb.—F. Hancock has resigned as agt. of the Nye Schneider Fowler Co. and will move to Syracuse.

Stanton, Neb.—Dervin Bay, of Rushville, is now employed in the elvtr. of the Nye Schneider Fowler Co. here.

Butte, Neb.—The Farmers Elvtr. Co. has been organized with F. F. Weber as pres. and Olof Monsen, sec'y-treas.

Knox sta. (York p. o.) Neb.—The elvtr. of the Farmers Co-operative Grain Ass'n will be remodeled and enlarged.

Leigh, Neb.—The Farmers Mercantile Co. is wrecking its old elvtr. and will erect an up-to-date structure to replace it.

Chapman, Neb.—Fire in a pile of grain doors near one of the elvtrs. recently threatened to destroy the building.

Tekamah, Neb.—Doyle Mason has succeeded me as mgr. of the Farmers Elvtr. Co. here.—Peter Christensen, Blair.

Ulysses, Neb.—Herman Losdon, who has been connected with the Albion Elvtr. Co. at Albion, is now mgr. of an elvtr. here.

Agnew, Neb.—We contemplate putting in a lumber yard in connection with our grain and coal business.—Farmers Elvtr. Co.

Cornlea, Neb.—A. J. Johnson has succeeded Harry Cruikshank, who recently resigned as agt. of the Crowell Lumber & Grain Co.

Columbus, Neb.—C. H. Sheldon & Son have issued a patriotic appeal to the farmers of Nebraska to increase their crops to the utmost.

Ithaca, Neb.—The material is on the ground for the new elvtr., which the Farmers Elvtr. Co. will build. The railroad will lay a track.

O'Neill, Neb.—George Gaughenbaugh will move his mill and other buildings to the Burlington tracks and will erect an elvtr. in connection.

Tecumseh, Neb.—Dale Bush has bot an interest in the Tecumseh Mfg. Co. of his father-in-law, J. W. Mackie. Mr. Bush will be ass't mgr. and sec'y of the company, which operates a 15,000-bu. elvtr.

Ravenna, Neb.—A. E. Hageman, of Ft. Lupton, Colo., has accepted a position with the Ravenna Mills, operating an elvtr. and warehouse here.

Graf, Neb.—Andrew Hahn is pres. and John Kuhlman, sec'y of the Farmers Elvtr. Co., which has bot the elvtr. of the Central Granaries Co.

Arapahoe, Neb.—The Farmers Equity Union has bot the elvtr. of the Updike Grain Co. and will take possession July 1.—Farmers Grain Ass'n.

Panama, Neb.—We have applied to the railroad commission for a site and if it is granted we will build an elvtr.—J. W. Copley, pres. Farmers Elvtr. Co.

Lincoln, Neb.—I am acting as administrator for the estate of the Lincoln Grain Co. The elvtrs. of the company in this state have been sold.—G. W. Miller.

Kearney, Neb.—John Hardbarger, who was with the Omaha Elvtr. Co. at Oconto for some time, is now with the Kearney Flour Mills, operating elvtrs. and mills.

Central City, Neb.—The T. B. Ford Grain Co. has purchased the elvtr. and coal business of the Merrick County Farmers Co-operative Ass'n, on the Union Pacific.

Huntsman sta. (Sidney p. o.) Neb.—The recently organized Farmers Union Ass'n has let contract for the erection of an elvtr. to the R. M. Van Ness Construction Co.

Merna, Neb.—L. E. Highland, who has been agt. of the elvtr. of the Crete Mills for the past year, is now in charge of an elvtr. at Giltner.—J. C. Miles, per C. C. Berry.

Osceola, Neb.—Work on the exterior of the new elvtr. of the Farmers Elvtr. Co. has been completed and the entire building will be ready for operation about May 1. G. H. Birchard has the contract.

Albion, Neb.—The Albion Elvtr. Co. is remodeling its lumber sheds and building an additional shed near its elvtr. Herman Hanneman, of South Shore, S. D., has accepted a position with the company.

Fremont, Neb.—Arthur Fleming, employed on the elvtr., which the Nye Schneider Fowler Co. is building, caught his left arm in a belt used for hoisting cement. The arm was badly broken and crushed to the elbow.

Fremont, Neb.—Fred Mitchell, for the past 8 years agt. of the Nye Schneider Fowler Co. at Ainsworth, has been transferred to this city, where he will be grain inspector in the new elvtr., which the company has under construction.

Colton sta. (Sidney p. o.), Neb.—Contract for a 15,000-bu. elvtr. has been let by the Farmers Elvtr. Co. to the R. M. Van Ness Construction Co. Work has already been started. M. M. Kline is pres. and N. E. Wood, sec'y of the company.

Minden, Neb.—James S. Ream, mgr. of the Farmers Grain & Supply Co., will open the old elvtr., formerly owned by F. Millbourn and purchased years ago by the Minden Grain Co. The Koehler-Twidale Co. has been operating it under lease.

Blair, Neb.—I am now mgr. of the Farmers Elvtr. Co., succeeding C. M. Christensen, who resigned to engage in the carpenter business. The company is handling coal, implements, hogs, tankage, oil meal, poultry and cream in connection with its grain business.—Peter Christensen.

St. Edward, Neb.—I understand that J. E. Carter bot the elvtr. of the Omaha Elvtr. Co. a few days ago. Farmers have organized an elvtr. company and are talking of buying one of the elvtrs. here or building a new house. Nothing definite has been decided.—J. S. Kennedy, mgr. St. Edward Elvtr. Co.

Spalding, Neb.—While John Reibslager was walking around the corn sheller, which was in operation at the elvtr. of the Farmers Elvtr. Co., he slipped on a cob. To save himself from falling against the moving sheller he threw out his arm and two of his fingers went into the gearing of the machinery, breaking the bones.

Burchard, Neb.—I entered the grain business 16 months ago and did a fairly good business. I commenced to buy on contract to be delivered as soon as I could get a car, which was satisfactory when cars were plentiful, but as they became scarce I erected a small elvtr. of about 5,000 bus. capacity, at this point. Other towns around wanted me to buy there, so I began to buy on track in carlots at Pawnee City and other points.—F. A. Carter.

Indianola, Neb.—A farmers elvtr. company at this place, now under the warehouse law, built 2 large bins, one on the street and the other on private ground and let these bins be used for storing grain. A storage rate was charged of 1c a month and the company agreed to purchase the grain as fast as its elvtr. was emptied. The storage charge was to meet the cost of building the bins. After an investigation instigated by a competing company the commission notified the elvtr. company that it would have to abandon storing grain or take out a warehouse license with the commission.

NEW ENGLAND

East Newport, Me.—The Dow & Payne Co. has bot the grain business of the A. W. Littlefield Co.

Westerly, R. I.—The C. W. Campbell Co. is planning to rebuild its elvtr. and grist mill, which burned Mar. 22.

Boston, Mass.—James Lally, for 20 years in the grain business here, has been appointed postmaster of Milford.

Brookfield, Mass.—Burton W. Mason is now mgr. of the Brookfield Grain Co., succeeding Roy H. Mitchell, who has been transferred to Palmer.

Palmer, Mass.—Roy H. Mitchell has been transferred from Brookfield to succeed John J. Donahue, who resigned as mgr. of the Cutler Grain & Coal Co. here.

Norwalk, Conn.—The Knapp & Bell Grain Co. incorporated; capital stock, \$50,000; incorporators, H. L. Knapp, H. S. Bell, and others. Business will be commenced with a capital stock of \$20,000.

Woburn, Mass.—Fire in the wooden grain elvtr. and coal pocket of Cummings & Shute caused a damage of more than \$40,000. Harold E. Cummings, employed by a brokerage firm at Boston, was instantly killed while helping the firemen extinguishing the blaze, which threatened to destroy the entire town.

NEW JERSEY

Jersey City, N. J.—A. D. O'Neil is no longer mgr. of the Long Dock Mills at this place.

Bayonne, N. J.—The Bayonne Grain & Hay Co. has been organized, with a capital stock of \$50,000, by Max Bernstein, Morris Silverberg and others.

Newark, N. J.—We intended to erect an elvtr. this spring but owing to present conditions in the country and the probability of war, we have put the matter off until things settle down.—Burt H. Winchester, Inc.

NEW MEXICO

Las Cruces, N. M.—The Misella Valley Produce Exchange has bot the elvtr. and milling business of the Las Cruces Mfg. Co. from W. E. and A. L. Primm. E. P. Hoagland will remain as mgr.

NEW YORK

Sidney, N. Y.—We understand that the New York State Grange contemplates the erection of an elvtr.—X.

Albany, N. Y.—Edward A. Durant, formerly head of the grain firm of Durant & Elmore, died recently at Boston, Mass.

East Aurora, N. Y.—The firm of Merritt & Baker has been organized by Haines R. Merritt and Charles G. Baker to succeed Griggs & Ball, whose elvtr. and mill burned Jan. 24. The new firm has let contract for a reinforced concrete fireproof 70,000-bu. elvtr. and 60x100 ft. mill building and warehouse.

East Aurora, N. Y.—Abbott S. Griggs, member of the grain and milling firm of Griggs & Ball, died Apr. 5, following an illness of several months' duration.

Albion, N. Y.—The Bean Storage Corporation incorporated to store beans, cereal grain and cereal products; capital stock, \$25,000; incorporators, R. N. Sanford, John B. Colburn, of this city, and Edw. H. Morris, of New York.

Waverly, N. Y.—We have erected a large transfer warehouse at this point, on the Erie, Lehigh and Lackawanna Railroads, where we have been re-grading and transferring hay, also handling all kinds of mill feeds, cracked corn and chicken feeds. We do no local business here, merely making up mixed cars for our trade in New Jersey and New England.—Burt H. Winchester, Inc., Newark, N. J.

Geneva, N. Y.—We have delayed building our elvtr. until now because we found it more economical to build it at the same time that we built our mill. The capacity of the mill will be 250 bbls. and a feed plant and large warehouse will be erected in connection. The elvtr. will have a capacity of from 30,000 to 50,000 bus. The entire plant will be located on the N. Y. C. R. R.—C. C. Davison.

Albany, N. Y.—A farm and market bill has been introduced in the state legislature by the senate com'ite on agriculture, which embodies the recommendations of the Wicks Com'ite, which investigated food conditions. The bill would establish a dept. of farms and markets to consist of a division of agriculture and a division of foods and markets. A council of farms and markets would head the dept., the membership including one person from the state at large, the commission of public markets of the city of New York and one member from each judicial district.

BUFFALO LETTER.

The Armour Grain Co. is moving into new quarters in the Chamber of Commerce Bldg.

Fire, caused by an explosion of grain dust, did \$500 damage Apr. 16 at the elvtr. of the Buffalo Cereal Co.

I opened an office in the Chamber of Commerce Bldg. about Apr. 1 and am engaged in the general grain and brokerage business.—C. W. Goode.

M. Purcell has resigned as buyer for the Buffalo Cereal Co. to accept a position as grain salesman on the floor of the Exchange for the Eastern Grain Co.

A telegram was sent Apr. 13 by Mayor Fuhrmann to Adj't Gen. Stotesbury requesting that a battalion of not less than 250 members of the National Guard be detailed to duty in this city for the protection of elvtrs. and mills along the water front. This action followed a conference with Chief Martin, Col. Kemp of the Seventy-fourth and Frank F. Henry and Riley Pratt, the latter two representing the mill and elvtr. interests. The recent destruction of elvtrs. and mills in the northwest was given as one of the reasons why the plants here should be given protection.

NEW YORK LETTER.

O. E. Auerbach has become associated with the Armour Grain Co. at this city.

Alfred Hurst, of Strauss & Co., has applied for membership in the Produce Exchange.

Members of the Produce Exchange have organized a home defense league. The com'ite is composed of Geo. A. Zabriskie, chairman; R. E. Annin, H. L. Bodman, Walter Moore, H. J. Greenbank and L. G. Leverich.

C. Clausen, who was mgr. of the foreign dept. of the Simonds-Shields Co., of Kansas City, Mo., and New York, is now mgr. of the recently organized grain firm of Lewis, Proctor & Co., of this city. Branch offices are maintained at Chicago, Ill., and Buenos Aires.

NORTH DAKOTA

Forman, N. D.—The Farmers Elvtr. Co. has decided to erect a new elvtr.

The GRAIN DEALERS JOURNAL.

Milnor, N. D.—Improvements will be made by the Farmers Mill & Elvtr. Co.

Walhalla, N. D.—The farmers in this vicinity have organized an elvtr. company.

Des Lacs, N. D.—The recently organized Farmers Elvtr. Co. will buy or build an elvtr.

Maxbass, N. D.—The Farmers Elvtr. Co. will build a feed mill in connection with its elvtr.

Streeter, N. D.—J. Moser, John Stuckle and J. Doughnut have bot the elvtr. of Samuel Klaudt.

Alsen, N. D.—The recently organized Farmers Elvtr. Co. contemplates the erection of an elvtr.

Barlow, N. D.—The elvtr. on the farm of C. E. Linderman burned recently. Estimated loss, \$5,000.

New England, N. D.—The Regent Grain Co. will not build an addition to its elvtr., as was recently reported.

Homer sta. (Jamestown p. o.), N. D.—The Farmers Elvtr. Co. will build a 30x40 ft. warehouse near its elvtr.

Washburn, N. D.—I have bot the elvtr. of the Klein-Johnson Land Co.—John Blabeheimer, formerly at Selby, S. D.

Maddock, N. D.—The Farmers Grain Co. incorporated; capital stock, \$15,000; incorporators, M. A. Wisness, G. Legried and others.

Tagus, N. D.—The Tagus Elvtr. Co. incorporated; capital stock, \$15,000; incorporators, J. H. Hebig, J. C. Abbott and others.

Eckelson, N. D.—I am at present helper in the elvtr. of the Powers Elvtr. Co. at this place.—G. W. Jagerink, formerly agt. at Alfred.

Ree, N. D.—I have resigned as agt. of the Expansion Lumber & Mercantile Co. and W. O. Basford has taken my place.—G. G. Radke.

South Heart, N. D.—The 40,000-bu. elvtr. of N. J. Steffen, containing about 5,000 bus. of grain, burned Apr. 11. It will be rebuilt at once.

Blinfold, N. D.—The Farmers Elvtr. Co. will make extensive alterations in its plant at a cost of \$4,000. T. E. Ibberson will do the work.

Deering, N. D.—Fire was discovered in the elvtr. of the Farmers Elvtr. Co. recently, but was extinguished before much damage was done.

Ilong sta. (York p. o.), N. D.—G. W. Runcorn is the present mgr. of the Farmers Elvtr. Co., succeeding John Steen, who is now state treas.

Kildeer, N. D.—The Equity Farmers Elvtr. Co. has purchased a line of machinery, which it will handle in connection with its grain business.

Towner, N. D.—The Andrews Grain Co. has purchased the elvtr. of the Imperial Elvtr. Co. and will operate it in connection with its own house.

Cathay, N. D.—The recently organized Farmers Elvtr. Co. has been incorporated with a capital stock of \$50,000. The company will operate an elvtr.

Lasby, N. D.—The National Elvtr. Co. will make general repairs and install cleaners and other equipment in its elvtr. here. T. E. Ibberson will do the work.

Alfred, N. D.—Ed Spoelstra is now grain buyer at the elvtr. of the Powers Elvtr. Co. He will return to the lumber business later.—G. W. Jagerink, Eckelson.

Wimbledon, N. D.—The Farmers Elvtr. Co. will start work soon on a 35,000-bu. elvtr. to replace the one which burned Mar. 11. The new house will cost about \$10,000.

Carson, N. D.—The Farmers Equity Elvtr. Co. has let contract for a 40,000-bu. up-to-date elvtr. to L. Buege, to replace the one which burned a short time ago. The new structure will cost about \$10,000. Work will be started as soon as possible.

Lostwood, N. D.—The Farmers Elvtr. Co. has let contract for the erection of an up-to-date 30,000-bu. elvtr. to T. E. Ibberson. This station is 13 miles west of Stanley.

Dana sta. (Hazelton p. o.), N. D.—B. W. Wade is in charge of the elvtr. of the Occident Elvtr. Co., located on the N. P. Ry. This is the only elvtr. at this station.—X.

New Salem, N. D.—The recently organized Farmers Union Elvtr. Co. has been incorporated. Otto A. Meier is pres. and August Kreidt, secy., of the company, which will build an elvtr. this spring.

Grano, N. D.—The Supreme Court of North Dakota has dismissed the appeal of J. E. Bryans of Mohall from a decision of the district court of Renville County in favor of defendant Minnekota Elvtr. Co., which by agreement of all parties had satisfied mortgage and thresher's lien on a wheat crop by payment out of proceeds. The court held Bryans and the mortgagor could not defeat the mortgage.

Bismarck, N. D.—The \$100,000 in the terminal elvtr. fund will be put out at interest, according to a resolution passed by the state auditing board. The state treas. is instructed to ask for bids, which will be opened by the board on May 7. It is believed that the maximum allowed by law, 5 per cent, will be offered. About \$20,000 more will soon be available for the fund, which will also be placed out at interest.

Agate, N. D.—At present we are operating under our old name and are in partnership with the Farmers Elvtr. Co. of Pisbee, but a short time ago we organized under the co-operative laws for ourselves. We subscribed a stock of \$12,000 and it is our aim to buy the present 40,000-bu. elvtr. some time in the near future. It is not certain when we will take charge and do business. The new officers-elect are Owen Solberg, pres., and Otto Simonson, secy.—Oswald Egeland, mgr. Farmers Elvtr. Co.

Bismarck, N. D.—The Great Northern Railroad on Apr. 12 made formal demand on the state treas. for a refund of \$5,229 paid into the terminal elvtr. fund in 1915 and 1916, alleging the invalidity of the act and quoting the budget board to that effect. The state treas. states that he will wait until the court decides the issue. North Dakota grain elvtr. operators have been mislead. The law does not require them to engage in the storage of grain unless they choose to do so. But if they store for any, they must store for all and at the price fixed by the state.

OHIO

South Solon, O.—Farmers have organized an elvtr. company.

Frenchtown (Oak Harbor p. o.), O.—Joseph Essel will build an elvtr. and mill.

Lebanon, O.—Aungst Bros. & Spreng will increase the capacity of their elvtr. and mill.

Payne, O.—Michael Coughlan, pres. of the Farmers Elvtr. Co., was killed recently.

Toledo, O.—Edward H. Culver, chief grain inspector, was bereaved recently by the death of his wife.

Celina, O.—The Palmer & Miller Grain Co. will build a fireproof elvtr. to replace the one which burned Mar. 27.

Maximo, O.—The Canton Feed & Mfg. Co. will erect a fireproof elvtr. and warehouse on the site of its burned plant.

Mansfield, O.—The Farmers Equity Exchange has secured an option of the property of the City Mills from E. J. Gilbert.

Wooster, O.—The Tyler Grain Co. has installed machinery for the preparation of horse feeds and feeds for other animals.

Grafton, O.—The Grafton Mill & Supply Co. is not connected with the recently incorporated Bennett Mfg. Co., which recently let contract for an elvtr. and mill to the Burrell Engineering & Construction Co.—G.

Howard, O.—The Howard Equity Ex- change Co. has purchased the Wolfe Elvtr. for \$6,000 and will begin business about Apr. 15.

Springfield, O.—John W. Burk, pres. of the Ansted & Burk Co., died Apr. 19, following an illness of several months' duration.

Ottawa, O.—The Ottawa Grain & Mfg. Co. operates the only elvtr. here. The Putnam Grain Co. sold out to this company.—X.

Defiance, O.—The capital stock of the Farmers Co-operative Co., operating an elvtr. here, has been increased from \$25,000 to \$40,000.

Maplewood, O.—O. W. Cook has sold his grain interests here and will remove to Columbus, where he will re-enter the grain business.

Rushville, O.—Clay H. Shaw is in charge of our 15,000-bu. elvtr., which we took over from Shaw, Bauman & Co.—Shaw-Turner Co., Lancaster.

Toledo, O.—M. H. Ordenberg, of the Cumberland Seed Co., Cumberland, Md., has applied for membership in the Produce Exchange.

Waynesville, O.—The Younce Bros. Grain Co., which recently bot an elvtr. here, has removed its headquarters from Brookville to this place.

Bryan, O.—The recently organized Farmers, Grain & Supply Co. incorporated; capital stock, \$25,000; incorporators, Charles Silcox and others.

Hooker, O.—P. D. Turner is in charge of the 15,000-bu. elvtr., which we purchased from the estate of G. W. Lamb.—Shaw-Turner Co., Lancaster.

McClure, O.—The recently incorporated McClure Elvtr. Co. has taken over the McClure Grain & Stock Co. and the capital stock has been increased from \$10,000 to \$25,000.

North Berne, O.—The Shaw-Turner Co., of Lancaster, succeeded Shaw, Bauman & Co. on Mar. 1. The new company contemplates the erection of an elvtr. at this place.—X.

Lancaster, O.—We have equipped a building for elvtr. purposes. It is a 2-story and basement brick structure, 140x40 ft., located on the H. V. Ry.—Shaw-Turner Co.

Youngstown, O.—The Albert H. Buehrle Co. has taken over the business conducted by the D. H. Owen Co. and will continue it under a separate dept., known as the wholesale or carload dept., with F. D. Botteiger in charge.

Reesville, O.—The firm of Brindle & Ewing has dissolved partnership. I sold my interest to W. A. Ewing, who is now sole owner of the Reesville Elvtr., which he will operate in connection with his elvtr. at Melvin.—O. M. Brindle.

Weilersville, O.—The Weilersville Equity Co. has been organized to take over the elvtr., store and coal yard owned and operated by Allen C. Buchwalter. It will take possession before May 10 with Mr. Messner, of Orrville, in charge.

Sedalia, O.—We purchased the business here of Vent & Riddle and will continue along the same lines. Harry P. Thomas is pres. and general mgr., Chas. C. French, vice-pres., and Chas. S. Bethards, secy., of our company.—Sedalia Grain & Stock Co.

Sherwood, O.—The recently organized Farmers Grain & Supply Co. incorporated; capital stock, \$20,000; incorporators, Douglas Moats, pres., M. Minck, vice-pres., J. E. Kintner, secy., and John Reeb, treas. The company has taken over the elvtr. of the Raymond P. Lipe Co.

Wooster, O.—The recently organized Wooster Equity Ass'n, which has a capital stock of \$15,000, has purchased a site near the B. & O. tracks and will erect an up-to-date elvtr. and warehouse. The elvtr. will be 45x45 ft. and will cost \$7,000. Sheds for coal and building material will also be constructed. The railroad will lay a switch track to the new plant.

St. Henry, O.—Incendiary fires in 3 elvtrs. have been reported recently, one at this place, another at Mendon, both in Mercer County, and a third in Clinton County. An arrest has been made in connection with one. Three supposed plotters have been traced to Cleveland.

Coshocton, O.—The Hanley Mfg. Co. has prepared plans for an elvtr., consisting of 5 concrete storage tanks, of 22,500 bus. capacity, and a 200-bbl. fireproof flour mill. The boiler room, stack and gas engine were not injured by the fire, which destroyed the plant last October. The company has increased its capital stock from \$25,000 to \$50,000.

Fostoria, O.—Plans are being made to ask the city for extra vigilant duty to avoid the destruction of the local elvtrs. What is believed to have been an attempt to blow up the storage tanks of the Harter Mfg. Co. Apr. 16 was frustrated by the watchman, Carl Ferguson. Seeing 3 men near the tanks, he called to them to come out of the shadows. They answered with a volley and he returned their fire. A bullet passed thru Ferguson's clothing. The men escaped.

CINCINNATI LETTER.

I contemplate going into the grain and hay commission business in the near future.—G. A. Collier.

F. E. Fleming, of F. E. Fleming & Co., has been admitted to membership in the Grain & Hay Exchange of the Chamber of Commerce.

D. W. Hopkins, now with the Mutual Commission Co., has applied for membership in the Grain & Hay Exchange and the Chamber of Commerce.

OKLAHOMA

Thomas, Okla.—David Yoder will build a 5,000-bu. elvtr.

Dodge, Okla.—W. W. Jarnigan, of Grove, will build an elvtr. here.

Drummond, Okla.—Farmers have prepared plans for the erection of an elvtr.

Cheyenne, Okla.—The Farmers Union will be organized to erect and operate an elvtr.

Guthrie, Okla.—The Guthrie Mfg. Co. will spend \$75,000 on improvements in its plant.

Hollis, Okla.—The regular grain dealers here are Hendrick & Scruggs and the Hollis Mill & Grain Co.—X.

Cherokee, Okla.—The Cherokee Mills will build a 30,000-bu. concrete elvtr. and make extensive improvements.

Lawton, Okla.—Austin & Black have bot the elvtr. of the Chickasha Mfg. Co. and will make improvements.

Pauls Valley, Okla.—The Gerlach-Higgins Mfg. Co. intends to install an up-to-date alfalfa mill to cost \$10,000.

Tulsa, Okla.—The Hardeman-King Co., of Oklahoma City, has taken an option on a site for a grist mill, to cost \$25,000.

Camargo, Okla.—I bot the elvtr. of the Home Builders Protective Ass'n, which I formerly operated for it.—L. K. H. Laws.

McAlester, Okla.—The McAlester Grain & Elvtr. Co. incorporated; capital stock, \$15,000; incorporators, T. B. Hardman and others.

Fargo, Okla.—The Farmers Grain & Supply Co. has bot the elvtr. of the C. B. Cozart Grain Co. and will take possession May 15.

Greenfield, Okla.—The Geary Mill & Elvtr. Co. will wreck its old elvtr. and erect a 25,000-bu. up-to-date house to replace it.

Pond Creek, Okla.—I have purchased the interest of C. F. Brattan and will continue the grain business under my own name.—E. W. Johnston.

Elk City, Okla.—The regular grain dealers here are the recently incorporated Farmers Mfg. & Supply Co. and the Elk City Flour Mills Co. The Goode Grain Co. is not in the grain business at this point.—X.

Darrow, Okla.—W. R. Binkley has succeeded me as agt. of the Arkansas City Mfg. Co. here.—Roy Bender, agt. Arkansas City Mfg. Co., Croft, Kan.

Yukon, Okla.—Work is progressing on the annex to the plant of the Yukon Mill & Elvtr. Co. The Burrell Engineering & Construction Co. has the contract.

Cherokee, Okla.—The McCrady Bros. Grain Co. has bot the Sheppard Elvtr., which has a capacity of 12,000 bus. J. G. McClure is mgr.—J. H. McCrady, Yewed.

Fairfax, Okla.—The elvtr. of the Farmers Elvtr. Co. was damaged Mar. 30 to the extent of \$500 by fire in the dust room. Spontaneous combustion is given as the cause.

Lambert, Okla.—The Cox-Henry Grain Co. operates a 5,000-bu. elvtr. here and the McCrady Bros. Grain Co., of Yewed, has a 12,000-bu. house.—J. H. McCrady, Yewed.

White Oak, Okla.—R. H. Drennan & Co. are building an elvtr. at this station. They already operate elvtrs. at Ketchum and Big Cabin and have let contract for a flour mill at Vinita.

Fargo, Okla.—F. L. Wigle, who was in charge of the elvtr. of the C. B. Cozart Grain Co., which has been sold, will be transferred to one of the company's new stations in the Panhandle.

Salina, Okla.—Work is progressing on the 10,000-bu. iron clad, cribbed elvtr. for which the T. J. Lindsey Elvtr. Co. recently let contract. Another elvtr. will be erected in the near future, according to report.—X.

Enid, Okla.—Fred L. Meyer, B. G. Estell and J. R. Chapman, who resigned as supt. of the John F. Meyer & Sons Mfg. Co. at Springfield, Mo., will engage in the general grain and milling business. They have formed a company and are planning to build.

Kingfisher, Okla.—Our unused warehouse burned recently, with a loss of \$250, covered by insurance. The fire was caused by tramps, who were sleeping in the structure. We will rebuild a larger flour and feed warehouse.—Mr. Smith, mgr. Farmers Elvtr. Co.

Muskogee, Okla.—Thos. M. Wright & Son have filed complaint with the state corporation commission that the Katy Railroad neglected to switch a car that had been set out by the Midland Railway intended for the use of their elvtr. here. A request for better service was made.

Frederick, Okla.—We have bot the property formerly owned by the Alexander Grain Co. and will use it for storing hay. The building is located on the Frisco and has a capacity of 30x150 ft. We will handle hay and coal after May 1 in connection with the grain and feed business.—E. O. Billingslea Grain Co.

The following have been admitted to membership in the Oklahoma Grain Dealers Ass'n: Marshall Grain Co., Oklahoma City; Conyers, Grain Co., Oklahoma City; Creamer-Gregg Grain Co., Oklahoma City; Ft. Cobb Elvtr. Co., Ft. Cobb; Probst Grain Co., Beaver; G. A. Robertson, Avery; Vollmer Elvtr. Co., Anadarko; Clifton & Sons, Woodward, Okla., and W. M. Priddy, Wichita Falls, Tex.

OKLAHOMA CITY LETTER.

Our annual meeting will be held May 22 and 23, with headquarters and meeting place at the Skirvin Hotel.—C. F. Prouty, sec'y Okla. Grain Dealers Ass'n.

The senate recently passed the bill by Mr. Thomas, providing for an appropriation of \$1,000,000 a year for the next 2 years for the construction of roads.

We have sold our interest in the grain company, which we organized here. The new owners, Sappington & Deck, will change the name soon. They are still operating under our name, but we are in no way connected with them. We never owned an elvtr. here. We will continue to devote our entire time to our Wichita business.—Clark Burdg., of Clark Burdg. Grain Co., Wichita, Kan.

A hearing was started Apr. 17 before the corporation commission on the application of railways in Oklahoma for an increase in the minimum carlots of grain and grain products from 24,000 to 40,000 lbs. Many protests have been received from shippers of the state.

The Creamer-Gregg Co. has been organized to engage in the grain business, with offices in the Grain Exchange Bldg. The firm is composed of M. A. Creamer, for a number of years with C. Y. Semple, and E. W. Gregg, formerly with the Elk City Flour Mills Co., at Elk City.

OREGON

Echo, Ore.—We know of no grain elvtr. contemplated for this station.—X.

Culver, Ore.—The erection of a 50,000-bu. elvtr. is being discussed by the farmers of this section.

Portland, Ore.—It has been estimated that 130 to 140 elvtrs. for district use will be built in the interior this year.

Shutler, Ore.—Farmers in this section have prepared plans for an elvtr., of from 60,000 to 100,000 bus. capacity.

Condon, Ore.—The Farmers Elvtr. Co. has decided to increase the capacity of its 50,000-bu. elvtr. to 150,000 bus.

Forest Grove, Ore.—The Carnation Mfg. & Storage Co., which operated a 45,000-bu. elvtr. and mill, is now out of business and the plant has been dismantled.—X.

Portland, Ore.—The council recently adopted a resolution submitting to the voters at the June election the proposition to issue \$3,000,000 in bonds to provide Portland with grain elvtrs. The bill is being backed by the public dock commission.

Dufur, Ore.—The Wasco County Union Elvtr. Co. has been organized, with a capital stock of \$20,000, to obtain a warehouse and site near the railroad station and erect an elvtr. of not less than 125,000 bus. Elvtrs. are also planned at Emerson and Kingsley. F. B. Ingels is pres. of the company.

PENNSYLVANIA

Marion, Pa.—John S. Zarger will be mgr. of the elvtr. here.

Kittanning, Pa.—Harry R. Gault is now our mgr.—J. A. Gault Co.

Richmond sta. (Furnace p. o.), Pa.—Bruce Small, of Marion, will take charge of the elvtr. at this point.

Pittsburgh, Pa.—S. B. Floyd & Sons, grain and hay dealers, have purchased a site and will erect a building.

Wingerton sta. (Waynesboro p. o.), Pa.—I purchased the grain business of J. E. Berger on Apr. 1.—W. H. Beachley.

Pittsburgh, Pa.—A. F. Fisher, representing the M. C. Peters Mill Co., has applied for membership in the Grain & Hay Exchange.

Erie, Pa.—Work is progressing on the 1,250,000-bu. concrete elvtr. for which the Erie & Western Transportation Co. let contract to the Stephens Engineering Co.

Stokesdale sta. (Kress p. o.), Pa.—No elvtrs. are located at this point. The report that C. M. Horst, of Hagerstown, Md., bot an interest in the elvtr. here is incorrect.—X.

Myerstown, Pa.—I buy and ship in carlots all kinds of grain and feed. I have installed 3 electric motors to operate the chop machine, cleaning machine, conveyors and elvtrs. and am prepared to handle all kinds of grain by machinery.—E. L. Bleistein.

Scotland, Pa.—I have purchased real estate from Michael Ickes and have also leased the 10,000-bu. elvtr. of the Cumberland Valley Railroad Co. I will succeed S. J. Ickes in the grain and feed business. The business is being handled as the Scotland Elvtr. Co., with B. C. Hartman as mgr.—C. M. Horst, Hagerstown, Md.

The GRAIN DEALERS JOURNAL.

PHILADELPHIA LETTER.

William J. Watts has applied for membership in the Commercial Exchange.

The Board of Trade has asked Sec'y of War Baker to furnish military protection to the elvtrs. at this place.

Robert Morris, for many years with Pennock & Co., has engaged in the grain, feed and malt brokerage business, with offices in the Bourse Bldg.

The Commercial Exchange has installed a direct wire between its quarters on the floor of the Philadelphia Bourse and the Chicago Board of Trade. This new service facilitates the transmission of grain quotations, and also the business of local grain shippers. The present wire services with other and intervening markets will not be discontinued.

SOUTH DAKOTA

Eagle Butte, S. D.—Larson & Jacobson are now the agts. of the Bagley Elvtr. Co.—N.

White Lake, S. D.—Schaeffer Bros. have a flathouse here which has been closed all winter.—X.

Henry, S. D.—The Farmers Elvtr. Co. will improve its elvtr. T. E. Ibberson will do the work.

Corson, S. D.—The Corson Elvtr. Co. now owns the elvtr., formerly owned by the Northwestern Elvtr. Co.—X.

Hilltop sta. (Roslyn p. o.), S. D.—The Farmers Equity Co. will either buy the elvtr. here or build a new one.

Hartford, S. D.—H. M. McCreery, of Haverden, Ia., has accepted a position as buyer for a grain company here.

Aberdeen, S. D.—W. S. Leary is mgr. of the Quinn-Shepherdson Co. here and the office has been open since 1911.—S.

Beebe, S. D.—The Farmers Elvtr. Co. incorporated; capital stock, \$10,000; incorporators, J. F. Hardt and J. W. Hoyle.

Naples, S. D.—The report that an elvtr. at this station burned recently is incorrect.—Peter Johnson, mgr. Farmers Elvtr. Co.

Brandt, S. D.—Farmers Elvtr. Co. incorporated; capital stock, \$25,000; incorporators, A. T. Dano, John C. Thompson and J. S. Johnson.

Rowena, S. D.—The Farmers Elvtr. Co. incorporated; capital stock, \$10,000; incorporators, Simon J. Simons, William Webster and George Mair.

Leffmon, S. D.—The elvtr. of the Columbia Elvtr. Co. burned Apr. 2, following an explosion. Estimated loss, \$10,000. It will be rebuilt in the near future.

Highmore, S. D.—The recently organized Highmore Co-operative Co. incorporated to own elvtrs.; capital stock, \$25,000; incorporators, Robert Roe; E. Newell, and others.

Lake Preston, S. D.—The Co-operative Elvtr. Co. will build a 30,000-bu. elvtr. this spring, with up-to-date equipment. Contract has not been let as yet.—G. Lunde, mgr.

Hecla, S. D.—The Atlas Elvtr. Co. has let contract for remodeling its elvtr. New legs, cleaners and other improvements will be installed. T. E. Ibberson will do the work.

Sioux Falls, S. D.—A meeting of the mgrs. of the farmers elvtr. companies of South Dakota was held recently at which a state organization was formed. The state was divided into 7 districts and plans were made to hold meetings in each district during the year.

Garden City, S. D.—The Farmers Elvtr. Co. has let contract for the erection of a 50,000-bu. up-to-date ironclad elvtr. It will have 4 legs, several cleaners, 25 bins, electric power, manlift, car puller and other up-to-date equipment. This company now owns 2 elvtrs. here, which will be wrecked and built into this new plant as far as the material from the old houses can be saved and used. Work will be started at once by T. E. Ibberson, who has the contract.

Bath, S. D.—Emil Nelson, mgr. of the Farmers Equity Union Exchange, has removed to Tacoma Park to take charge of the new elvtr. of the Tacoma Park Equity Exchange.

Spencer, S. D.—The Hubbard & Palmer Co. will build a 16,000-bu. elvtr. to replace its house, which burned Mar. 10, with an approximate loss of \$6,000, partly covered by insurance.

New Effington, S. D.—The regular grain dealers here are the Crown Elvtr. Co., Osborne McMillan Elvtr. Co., and our firm. The farmers are negotiating for the purchase of one of the elvtrs. at this place.—S. Arneson, agt. Independent Elvtr. Co.

SOUTHEAST

Clarksville, Va.—W. D. Blanks has opened a large grain and feed warehouse.

Live Oak, Fla.—W. L. Brandon, of Marianna, will build an elvtr. at this place.

Richmond, Va.—W. F. Green has been admitted to membership in the Grain Exchange.

Statesville, N. C.—The Sterling Flour Mills are now putting in a 500-bbl. flour mill.—O. D. Moore.

Atlanta, Ga.—Samuel Feldmeier of Waterloo, Ill., is now with the South Eastern Brokerage Co., handling grain and feed.

Graham, Va.—The Eclipse Elvtr. Co. has increased its grain storage capacity to 25,000 bus, and its mill to 200 bbls. Electric power has been installed.

Bluefield, W. Va.—The Wright Elvtr. Co. is building an addition to its warehouse, making it 180x120 ft. Two steel grain tanks will increase the storage to 125,000 bus.

Lynchburg, Va.—The Lynchburg Brokerage Co. has been organized by W. O. Smith, formerly of the Smith Produce Co., and James T. Barnes, of the Moon-Taylor Co. Offices have been opened in the Peoples National Bank Bldg.

Atlanta, Ga.—R. W. Davis has assumed the duties of official hay and grain inspector for the Atlanta Commercial Exchange. He was hay and grain inspector for the Savannah Board of Trade at Savannah for the past 14 years. Mr. Davis has applied for a federal grain inspector's license.

Roanoke, Va.—The contracts have been let for the erection and equipment of the 150,000-bu. elvtr. and buildings of the Roanoke City Mills, incorporated 2 months ago with a capital stock of \$250,000. Work has been started by J. S. Barbour & Sons, who have the contract. The elvtr. will consist of 10 grain tanks, 80 ft. high. J. W. King is pres. of the company.

TENNESSEE

Greenwood, Tenn.—No elvtrs. are located at this station. The recent report that an elvtr. had changed hands here is incorrect.—X. A.

Memphis, Tenn.—We are not dealers, but brokers. Our business is confined almost exclusively to flour and mill products. We will handle no grain at the present time, but may add this line a little later.—E. A. Moore & Co.

NASHVILLE LETTER.

W. R. Tate has bot the W. J. Miller Elvtr. for \$16,000, from local banks. Mr. Tate is connected with the firm of Logan & Co., who have been operating the elvtr. recently.

The following officers were elected at the annual meeting of the Grain Exchange on Apr. 17: Pres., E. M. Kelly; first vice-pres., F. E. Gillette; 2nd vice-pres., C. E. Rose; directors: W. R. Tate, C. D. Jones, S. C. Wilkes, R. H. Works and Thomas Newbill. The sec'y will be elected by the directors.

TEXAS

Hamlin, Tex.—The Hamlin Mill & Elvtr. Co. contemplates making improvements in its plant.

Dallas, Tex.—Joseph E. Lawther, pres. of the Lawther Grain Co., has been elected mayor of this city.

Munday, Tex.—The Farmers Union Mill & Elvtr. has succeeded the Knox County Elvtr. Co.—J. A. Martin.

Dublin, Tex.—Henry Weiser has sold his interest in the Dublin Mill & Elvtr. Co. and will probably move to Hamilton as he is pres. of the Hamilton Mill & Elvtr. Co.

Eagle Lake, Tex.—The elvtr. and rice mill of the Lakeside Rice Mill Co., which have been closed for 3 seasons, has been sold by the trustees to J. Whatley and others.

Sherman, Tex.—The G. B. R. Smith Mfg. Co. sustained an estimated loss of \$20,000 when wind blew down the large smokestack on its milling plant and damaged the new elvtr., now under construction.

Yoakum, Tex.—The Orth Mfg. Co. has let contract for 4 concrete grain storage tanks, of 25,000 bus. capacity, adjoining its mill. W. A. Orth is mgr. of the company, which has increased its capital stock to \$55,000.

Wolfe City, Tex.—The Beatrice Mfg. Co., of Whiteright, has purchased the property of the Wolfe City Mfg. Co. here, from E. Lasker, of Galveston. The plant will be remodeled and placed in operation before June 1.

Abilene, Tex.—The foundation is being laid for the 100,000-bu. elvtr., consisting of 4 reinforced concrete tanks, for which the Abilene Elvtr. Co. recently let contract to the Burrell Engineering & Construction Co. A fireproof office and warehouse will be built in connection. H. O. Wooten, C. S. Lee and E. O. Wooten are interested in the company.

A. S. Butler, of Winona, W. M. Priddy, of Wichita Falls, and Grant, Lovejoy & Brasher, of Gatesville, have been admitted to membership in the Texas Grain Dealers Ass'n. The East Texas Grain & Elvtr. Co., of Longview, has applied for membership and the C. D. Ferguson Grain Co., of Ft. Worth, which recently discontinued business, has tendered its resignation. Mr. Priddy was formerly first vice-pres. of the ass'n.

Austin, Tex.—The following laws have recently been enacted: S. B. 183. Provides for the incorporation of farmers' co-operative societies. H. B. 323. Defining, regulating commission merchants so as to protect producers. H. B. 46. Establishing an Agricultural and Mechanical College in western Texas west of the ninety-eighth meridian and north of the twenty-ninth parallel, and appropriating \$500,000 therefor. Location yet to be made. S. B. 237. Revising the Workmen's Compensation Act and that creating the State Industrial Accident Board so as to make specific amounts for injuries and death and stop damage suits for personal injuries. Does not apply to railroads. H. B. 2. Creates a State Highway Commission and the office of State Highway Engineer to effect a systematic improvement of the roads of this State. The Highway Commissioners are to be appointed by the Governor, receive per diem during service not to exceed \$1,000 per annum. The Highway Engineer will have continuous service. H. B. 3. Companion to the foregoing bill, being the enabling act whereby Texas participates in the Federal appropriation of \$25,000,000 to be spent during the ensuing five years. This State will get over \$4,000,000. In addition to the foregoing the general bills road laws were passed for the following counties: Coryell, Hunt, McCulloch, Gillespie, San Patricio, Travis, Jones, Taylor, Haskell, Dickens, Anderson, Houston, Fayette, Wichita, Wheeler, Cherokee, Angelina, Denton, Henderson, Runnels, Newton, Stephens, Lee, Milam, Lamar, Llano, Lampasas, Wood, Grimes, Morris, Mason, Colorado, Henderson, Kent, Duval, Live Oak, Anderson, Jim Wells, Karnes, Wilson, Callahan, Van Zandt, Erath, Lampasas, Johnson, McLennan, Cass, Brown, Bowie, Ellis, Milam, Stephens, Eastland, Tarrant, Trinity, Donley and Rains. H. B. 257. Providing for the working of short term State convicts on public roads.

FT. WORTH LETTER.

The Ralston-Purina Co. is building an elvtr. and feed mill.

The Dazeys-Moore Grain Co. will build a 300,000-bu. elvtr., consisting of 8 concrete grain storage tanks, 80 ft. high, with head house.

Ft. Worth, Tex.—Carl Ferguson, formerly of the C. D. Ferguson Grain Co., which discontinued business, is now ass't mgr. of the Ft. Worth office of the J. Rosenbaum Grain Co.

The recently elected directors of the Grain & Cotton Exchanges include W. W. Manning and Bert K. Smith, grain men, and Chas. Little, R. K. Whitty and Thos. B. Owens, cotton men.

UTAH

Salt Lake City, Utah.—The Colorado Mfg. & Elvtr. Co. of Denver, Colo., which recently filed certified copies of its articles of incorporation, preparatory to entering business in Utah, has increased its capital stock from \$2,500,000 to \$6,000,000.

WASHINGTON

Dayton, Wash.—We are not planning to build an elvtr. this year.—G. M. Thompson, mgr. Farmers Union.

Prescott, Wash.—The Farmers Union will build an elvtr. soon.—G. M. Thompson, mgr. Farmers Union, Dayton.

Irby, Wash.—The elvtr. at this station has a capacity of 30,000 bus. and is owned by the estate of C. F. Bentley.—X.

Withrow, Wash.—An elvtr. will be erected soon at this station, which now has one elvtr. and 4 grain warehouses.—Waterville Union Grain Co.

Pleasant View (North Yakima p. o.), Wash.—The Pleasant View Warehouse Co. has let contract for a 130,000-bu. concrete elvtr., to cost approximately \$22,000.

Seattle, Wash.—The Port Commission opened bids Apr. 5 on the 500,000-bu. addition to the elvtr., the former bids having been rejected as excessive. The bids ranged from \$95,287 to \$127,500.

St. John, Wash.—The recently incorporated St. John Elvtr. Co. has let contract for the erection of an elvtr., of 152,000 bus. capacity, to the Burrell Engineering & Construction Co. It will be completed July 1 at a cost of about \$25,000.

Seattle, Wash.—Plans for the erection of a new string of elvtrs. at country stations in Washington are being made by the Centennial Mfg. Co. and others. Line companies and farmers contemplate adding greatly to their elvtr. facilities.

Tacoma, Wash.—The Coast Trading Co. has prepared plans for a new 3-story concrete or brick building, to cost approximately \$20,000. A 40-ft. addition will contain the storehouse for grain and hay and also the cleaning machinery. Wm. Birmingham is pres. of the company.

Starbuck, Wash.—I am sec'y-treas. of the Starbuck Warehouse Co., operating here and at outside points, known as non-railroad-agency points. Our offices are at Starbuck and we endeavor to confine our business to the southeastern part of the state, especially on field purchasing.—C. F. Actor.

Squaw Canyon (Malden p. o.), Wash.—We will build a 35,000-bu. elvtr., on the C. M. & St. P. R. R. The equipment will include a 6-ton dump scale, automatic scale, of 1,000 bus. per hour capacity, cleaner of same capacity, elvtr. leg to deliver grain from pit to cupola, short leg to cleaner, and distributor. The power is to be supplied by a 15-h. p. gasoline engine.—L. A. Maurer, sec'y Squaw Canyon Elvtr. Co., Rosalia.

WISCONSIN

Colfax, Wis.—J. A. Freestone has sold his elvtr. at this station.

Greenleaf, Wis.—We contemplate the erection of an elvtr. at this point.—Knauf & Tesch Co., Chilton.

Forestville, Wis.—The Kewaunee Grain Co., of Kewaunee, has purchased the elvtr. of the Cargill Grain Co.

South Byron, Wis.—L. C. Coville is in charge of the elvtr. of the Wisconsin Malt & Grain Co. at this point.

Random Lake, Wis.—The Farmers Society of Equity has been incorporated with a capital stock of \$10,000.

Merrill, Wis.—Leo Gensman has resigned as sec'y-treas. of the Lincoln Mfg. & Elvtr. Co. on account of failing health.

Seymour, Wis.—Chas. H. Quackenbush, elvtr. operator at Green Bay, has bot the elvtr. of the Cargill Grain Co. here.

Boyd, Wis.—We have rebuilt our office and garage, which burned Feb. 22. Loss, \$500; insurance, \$200.—Boyd Produce Co.

Wausau, Wis.—We recently installed additional machinery sufficient to double our wheat mill capacity.—Northern Mfg. Co.

Cylon, Wis.—The elvtrs. here are operated by the Cylon Elvtr. Co. and the New Richmond Roller Mills, of New Richmond.—X.

Stoughton, Wis.—Claire Bickley, operating an elvtr. and feed mill here, sustained a small loss by a recent fire in his milling plant.

Mondovi, Wis.—Fred De Broux, mgr. of the elvtr. of the Cargill Grain Co. at Green Bay, has bot the company's elvtr. at this place.

Antigo, Wis.—C. E. Henshaw is remodeling and installing new machinery in his plant, operated under the name of the Antigo Roller Mills.

New Richmond, Wis.—Construction work has been started on the 150,000-bu. elvtr. and 500-bbl. flour mill of the New Richmond Roller Mills Co.

Oakfield, Wis.—I understand that the Oakfield Elvtr. Co. will discontinue buying grain.—L. C. Coville, agt. Wisconsin Malt & Grain Co., South Byron.

Brodhead, Wis.—We have leased the Brodhead City Mill for a term of years and will buy and sell grain, feeds, hay, straw and salt.—E. B. Mills Co.

Rice Lake, Wis.—Earnest Hartel is not in the grain business here as given in the List of Wisconsin Grain Elvtr. Operators.—Osceola Mill & Elvtr. Co.

Greenwood, Wis.—H. H. Hartson is mgr. of the Greenwood Roller Mill Co. and not W. Neprude as shown in the List of Wisconsin Grain Elvtr. Operators.

Marion, Wis.—H. Polzin is mgr. of the elvtr. of the Dodge-Hooker Mills and not Wm. F. Fuchs as shown in the List of Wisconsin Grain Elvtr. Operators.

Appleton, Wis.—John Goodland, Jr., has bot a half interest in the elvtr. of the Western Elvtr. Co. Henry Servaes, who was agt., owns the other half interest.

Shawano, Wis.—The elvtr. of the Dodge-Hooker Mills will be moved to a better location, on the C. & N. W., and will probably be improved.—Upham & Russell Co.

Luxembourg, Wis.—The Luxembourg Mfg. Co. has bot the elvtr. of the Cargill Grain Co. Joseph Hoslet has been retained as mgr. of the house, which will be remodeled.

Oak Center, Wis.—M. Syverson contemplates the installation of new elvtr. machinery, according to report.—L. C. Coville, agt. Wisconsin Malt & Grain Co., South Byron.

Little Chute, Wis.—John S. Wynboom has bot the elvtr. of the Marshall & Hammeil Co. He will handle flour, feed and seeds in connection and will do a feed grinding business.

Madison, Wis.—The state legislature has killed the Hansen bill, which had received a favorable recommendation from the Milwaukee Chamber of Commerce. It provided for an appropriation of \$15,000 for the purchase of a track scale testing car from the United States government as equipment of the state dept. of weights and measures in making regular tests of all railway track scales in Wisconsin.

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The GRAIN DEALERS JOURNAL

Wonewoc, Wis.—A. P. Gale has bot the mill property, formerly owned by E. E. Hill. He has a 10-year contract to furnish the city with 24-hour electric service.—I. W. York & Co., Kilbourn.

Menasha, Wis.—We will build a warehouse to handle grain and wholesale groceries. We intend to buy what grain we can from farmers and will have to buy some in carlots to supply the demand.—T. D. Wheeler, pres., Menasha Wholesale Co.

Allentown, Wis.—Washington Klein is now our elvtr. foreman with authority to buy and sell according to his best judgment and consent of the mgr. He also has charge of our retail lumber yard, and coal, cement and feed business.—J. J. Hess, mgr., Farmers Mercantile Co.

Independence, Wis.—The Independence Grain & Stock Co. incorporated; capital stock, \$15,000; incorporators, F. A. Hotchkiss, pres., Paul Schulze, sec'y-treas., and others. The elvtr. and other property of the Cargill Grain Co. and the lots of the Equity Co. have been purchased. Possession will be given May 1. W. Quackenbush is general mgr.

Green Bay, Wis.—Construction work on the 165,000-bu. reinforced concrete elvtr., being erected by the Green Bay & Western Railroad, is progressing satisfactorily. It will be finished by contract time, July 1, 1917, and will be operated by the Cargill Grain Co., which has leased it for a term of years. The Burrell Engineering & Construction Co. has the contract.

MILWAUKEE LETTER.

George J. Cahill, Frank O. Lenoir and Alfred H. Tretton have been admitted to membership in the Chamber of Commerce.

F. F. Clapp, for the past 22 years chief weigher of the Chamber of Commerce, has resigned. M. H. Ladd, his first ass't, will succeed him.

Mrs. Edith Holcombe Johnson, widow of George H. D. Johnson, former pres. of the Chamber of Commerce and a member of E. P. Bacon & Co., died Apr. 11, aged 53 years.

The recently appointed grain inspection and weighing com'ite of the Chamber of Commerce for the ensuing year is composed of E. H. Dadmun, A. K. Taylor, Kurt Froedert, P. P. Donahue and James Coughlin.

The weighing dept. of the Chamber of Commerce has appointed J. J. Cunningham, of New Jersey, to set and adjust scales for the dept. The unusually high prices being paid for grain have made it imperative that all grains weighed be accurately scaled.

The erection of another elvtr. here has not been considered so far as I know. With the new Chicago & North Western Elvtr. just completed, there is no need for another.—D. L. Bush, vice-pres., Chicago, Milwaukee & St. Paul Ry. Co., Chicago, Ill.

The board of arbitration of the Chamber of Commerce believes that a discount com'ite should be provided for by rule, to which cases may be referred where the buyer and seller can not agree for their final settlement as to delivery or discount.

The annual report of the directors of the Chamber of Commerce shows that the receipts of the Chamber during the fiscal year ending Apr. 2 were \$8,750.97 less than expenditures. This fact is given as the cause of the recent advance in the dues from \$35 to \$70. The receipts for the general account were \$97,404.79, and the disbursements \$106,155.76. The report says that the promulgation of rules for the grading of wheat, oats, barley and rye, and the enforcement of the law as to those grains, will mean a heavier burden of expense upon the inspection department and ultimately a higher charge for the service. The total membership at the close of the fiscal year is 563, the report says, and during the year 41 members were admitted. The Chamber gave up its connection with the Great Lakes Waterways Conference and the National Rivers and Harbors Congress during the year, for the reason that the benefits were not considered commensurate with the expense.

WYOMING

Ulm, Wyo.—Farmers are organizing a company to build an elvtr. this spring.

Carpenter, Wyo.—Chas. Snoddy, of Arrowsmith, Ill., has succeeded E. G. Underwood, who resigned as mgr. of the Farmers Co-operative Grain Co.

Basin, Wyo.—We do not intend to build an elvtr. this season but may do so within a year or two. We contemplate building a warehouse for the storage of sacked grain.—Big Horn Mig. Co.

Crop Improvement.

ONE HUNDRED FIFTY rag doll seed corn testers have been given County Agent Brown of Greensburg, Ind., by the Wm. Nadinig Grain Co. to be distributed to the schools of the county.

A CHECK for \$1,000 has been given by Pres. J. P. Griffin of the Chicago Board of Trade to the Rotary Club of Chicago to help pay expenses of boys sent to farms to help in the increased production movement.

SEED DEALERS should determine the seed (1) best adapted to the locality in which it is to be sown; (2) see that it is thoroly screened until free from trash, weed seed, and damaged kernels; (3) treat it with formaldehyde for diseases; (4) see that it has a high vitality and viability.

COLORADO is taking the lead in the increased production movement, the banks of the state loaning money to needy farmers who make a clear statement of the amount of seed on hand, the acreage to be planted, and their needs. Labor, tractors for plowing, and good seed are also furnished upon application.

SOME KINDS OF CORN have been found to withstand freezing, both in the spring and in the fall, and afterwards continue to grow, according to the U. S. Dept. of Agriculture in a bulletin entitled "Extending the Corn Belt." Planted in February, 1917, plants which were several inches high withstood a freeze of March 5, which froze the ground to a depth of two inches. In much territory with long frost-free periods, during nights or for several weeks during the growing season, temperatures remain too low for ordinary varieties of corn to grow.

OREGON has organized the Oregon State League of Agricultural Preparedness; Washington held county meetings to take up the question and the state agricultural college is doing all possible to assist in the work; Bankers, business men and leading farmers of Idaho met by executive proclamation to discuss methods of obtaining increased production; Governor Houx of Wyoming asked all unfit for military service to assist in solving the problem, the rural residents to increase acreage, and town residents to plant back yards and vacant lots.

EXPORTATION of any article from the United States is made unlawful whenever the President shall find that the public safety and welfare shall so require. This provision is made in a bill recently introduced into Congress by Judge Adamson.

CANADA is advertising in Wisconsin papers for farm labor and is offering \$50 to \$60 per month. This was brot out by G. W. Holman of Madison, Wis., sec'y. of the National Organization Society at an agricultural conference in St. Louis which was called by Sec'y. of Agriculture Houston. Mr. Holman said that if steps are not taken to meet the present emergency, compulsory tillage would be necessary next year.

War Affecting the Grain Trade.

ALL FLOUR MILLS in the United Kingdom will be taken over by the British government on April 30.

AUSTRALIAN wheat growers have been guaranteed 73 cents a bushel for all wheat delivered at railroad sidings in the 1917-18 crop.

THE ELEVATORS at Philadelphia, New York and Baltimore will be investigated by a government commission to devise means of expediting the export movement of grain under bond.

WHEAT in Italy is selling at \$4.22 per bu., which is equal to 7 cents per lb. Foreigners are bidding for No. 2 hard wheat f. o. b. steamers at gulf ports prices equal to 26 cents over Chicago May prices.

BRITISH MILLERS must now mill on a basis of 81 per cent extraction, adding not less than 5 per cent of rice, barley, corn, oats, rye or beans, with permission to add another 10 per cent of these admixtures.

SWEDEN has seized all stocks of maize and rice from private owners. Mill production has been restricted to afford employment to operatives as long as is possible. This action was caused by America's entry into the war.

DUTCH GRAIN VESSELS held at Halifax will be released by Great Britain and allowed to proceed home without calling at a British port. The Dutch government has reiterated its intention not to permit allied merchantmen to enter Dutch ports.

THE BRITISH FOOD controller has taken over stocks of barley, and fixes the following maximum per quarter: Wheat 79s., barley 65s., and oats 55s. The average prices the second week of April were: Wheat 85s. 2d., barley 71s. 10d., and oats 57s. 2d.

JAPAN will build 81 vessels of a tonnage of 350,267 this year to replace ships which were sold last year to foreigners. During the past five years 135 ships have been purchased by Japanese firms or individuals, and 23 have been sold. Last year 20 ships of 74,277 tons were sold.

PACIFIC MARINE INSURANCE rates have advanced from 100 to 800 per cent because of reported presence of German submarines in Pacific waters. The rate to Mexican ports advanced from 25 cents to 50 cents on \$100, and trans-Pacific risks from 12½ cents to \$1 on the \$100.

MARINE INSURANCE on coastwise trade is now quoted at ¼ per cent for Atlantic ports and ½ per cent for Gulf ports. Transatlantic rates are: Liverpool, 9 per cent; London 9½ per cent; Havre 10 per cent; Bordeaux and other Atlantic ports in France, Spain and Portugal, 9½ per cent; Mediterranean 10 per cent.

LAKE CARGO war risks have been fixed at ¼ per cent of the insurable value. It covers the trip and cargo while aboard vessel, and allows ten days for unloading at destination, with four days free for loading. An additional rate of ½ per cent is charged if the boat is detained more than 4 days for loading.

THE MINNEAPOLIS Chamber of Commerce has promised its cooperation to the government in a telegram offering any and all of its facilities for the use of the government under such commissions as are now or will be appointed to conserve and supply the food supply of the country, and offering to appoint a special com'ite to co-operate with the national government in any way that may be determined to be for the best interests of the country.

Changes in Rates

As shown by tariffs recently filed with the Interstate Commerce Com's'n the carriers have made the following changes in rates:

Grand Trunk in Sup. 3 to 530-G gives allowances for weighing, transferring or elevating grain, effective Apr. 12.

Erie in Sup. 18 to 178-B quotes rates on grain, grain products and by-products from its stations; to points in New England and Canada, effective May 5.

Mich. Cent. in Sup. 10 to 9073-C quotes rates on grain and grain products from its stations and connections; to points in C. F. A. territory, effective May 15.

Erie in Sup. 11 to 155-C quotes rates on grain, grain products and by-products from Chicago, Ill., and its stations and connections; to eastern cities, effective May 1.

Mich. Cent. in Sup. 21 to 9297-B quotes rates on grain and grain products from its stations and Mackinaw City, Mich.; to points in C. F. A. territory, effective May 15.

C. H. & D. in Sup. 5 to 4923-G quotes rates on grain and grain products from its stations and connections; to eastern interior, eastern and Canadian points, effective Apr. 6.

Ill. Cent. in Sup. 41 to 3969-D quotes rates on grain and grain products from its stations to Cairo, Ill., proper, and to Cairo Mounds, Ill., and Evansville, Ind., when for Southeast and Carolina territories, effective May 1.

C. C. & St. L. in Sup. 19 to 1401-C quotes rates on grain, grain products and by-products from its stations and stations on the Cin. Nor.; to points in Ohio, also Ashland, Ky., and Kenova, W. Va., effective May 20.

C. B. & Q. I. C. C. 9320, Sup. 65, cancels Sup. 60 of C. B. & Q. G. F. O. 1800-B. This orders the further suspension of C. B. & Q. I. C. C. 9320, dated Nov. 16, 1916, relating to minimum weights on grain and flour, until Sept. 20, 1917.

C. B. & Q. R. R. Sup. 3 to G. F. O. 1921-E cancels 2 and 2-A. Names switching charges between industries, etc., on C. B. & Q. R. R. tracks at Chicago, Hawthorne and Clyde, Ill., stations and junctions of connecting lines, effective May 1.

Can. Pac. in Sup. 2 to E-2771 quotes ex-lake rates on wheat, oats, barley, grain products and flaxseed from points in Ontario, Detroit, Mich., and Montreal, Que.; to its stations and connections; also wheat, oats and barley milled in transit and products reshipped, effective May 5.

A. T. & S. F. Sup. 3 cancels Sup. 2 to Tariff 5655-W, a joint proportional freight tariff applying on grain and grain products, hay, straw, and broom corn from points in Kas., Col., New Mex., and Okla., also Superior, Nebr., to Galveston, Tex., Port Bolivar and Texas City, Tex., when for export only, effective May 1.

C. B. & Q. R. R. Sup. 80 to G. F. O. 3200-B suspends until July 30, 1917, Sup. 79 to C. B. & Q. G. F. O. 3200-B, relating to local, joint, and proportional freight tariff on grain, grain products, etc., between Missouri river points and Chicago, St. Louis, St. Paul, Minneapolis, Winona, Minn., and LaCrosse, Wis., in interstate traffic.

C. B. & Q. R. R. Sup. 66 to G. F. O. 1800-B suspends page 2 of Sup. 64 to C. B. & Q. G. F. O. 1800-B until July 30, 1917, affecting local, joint, and proportional freight tariff on grain, grain products, broom corn and seeds in carloads except as noted, between stations on C. B. & Q. R. R. lines west of Missouri River, also R. C. B. H. & W. R. R., and Chicago, Peoria, Ill., St. Louis, St. Paul, Minneapolis, Duluth, and stations taking same rates or arbitraries higher named in tariff, as amended; also other points on lines east of Missouri River as specified in tariff.

C. R. I. & P. in Sup. 13 to 19687-I quotes joint and proportional rates on grain, grain products, seeds, hay, broom corn from Missouri River stations and other stations in Ill., Ia., Minn. and S. D. on its line and the K. & D. M. Ry. to Mississippi Valley points and other stations in Ala., Ark., Fla., La., Miss., Tenn. and Tex., effective June 9.

C. I. & L. Sup. 8 to tariff 6056 suspends the effective date of Sup. 7 until August 13. It quotes tariffs on grain, grain products and by-products of grain in carloads from stations on the C. I. & L. R. R. to points in Canada, Cape Breton, New Brunswick, and Nova Scotia; also Maine, Mass., and Vt. as provided in the tariff amended.

C. B. & Q. R. R. Sup. 19 to G. F. O. 1346-D cancels Sup. 18. The effective dates of items 790-A and 795-A in Sup. 14, also advanced rates in Sup. 12 to G. F. O. 1346-D is voluntarily suspended until May 13, 1917. It relates to tariffs on grain and grain products in carloads between Chicago, Peoria, Ill., etc., and stations on the C. B. & Q. and R. I. Sou. Ry. in Illinois.

C. B. & Q. Sup. 12 to G. F. O. 3662-F suspends item 95-D in Sup. 10 to G. F. O. 3662-F on interstate traffic and Illinois state traffic until July 30, 1917. It affects also the I. & St. L. Ry., Q. O. & K. C., R. P. L. & N., and T. & N. R. R., naming regulations on grain, grain products, seeds, etc., traffic including general arrangements for stopping in transit to shell, clean, etc.

C. B. & Q. Sup. 38 to C. B. & Q. G. F. O. 37-1 and Q. O. & K. C. 1205-L cancels Sup. 29 and Sup. 35 except portions under suspension. It affects local, joint, and proportional freight tariff on grain, grain products, flax seed, hay, etc., in carloads from Kansas City, Mo., Atchison, Kan., and other points to Brookport, Ill., Metropolis, Ill., and Paducah, Ky., effective May 15.

C. R. I. & P. R. R. Sup. 14 suspends portions of Sup. 11, and makes other changes to tariff 19687-I of joint and proportional rates on grain, grain products, seeds, hay, and broom corn from Missouri River stations and other stations in Ill., Ia., Minn., and So. Dak., on the C. R. I. & P. R. R. and K. & D. M. Ry. to Mississippi Valley points and other stations in Ala., Ark., Fla., La., Miss., Tenn. and Tex.

C. I. & L. Ry. Sup. 17 to tariff 5829 quotes joint and proportional freight tariffs applying on grain by-products in carloads and grain, grain by-products and grain products in mixed carloads from stations on C. I. & L. R. R. to Boston, New York, Philadelphia, Baltimore, Norfolk, Buffalo, Pittsburgh, and other eastern Virginia, and western termini points as provided in the tariff amended. It suspends the effective date of C. I. & L. tariff 5829 Sup. 16 until Aug. 13, 1917.

C. R. I. & P. R. R. Sup. 14 to tariff 10389-D of rates on grain, grain products, and seeds between St. Louis, Mo., East St. Louis, Ill., Alton, Quincy, Ill., Hannibal, Mo., and stations in Ill., Ia., Minn., Mo., and So. Dakota, also Armourdale, Kan., Atchison and Leavenworth, Kan., also on grain and grain products, carloads from stations in Iowa, Minn., and So. Dak. to Cairo, Thebes, Ill., Evansville, Ind., and Louisville, Ky., when destined to southeastern and Carolina territories, suspends items on 10-B of Sup. 12 to I. C. C. C-10032 until July 30, pending restoration, re-issue, or cancellation following hearing by the Interstate Commerce Commission.

C. R. I. & P. Sup. 11 to 29329-B suspends on interstate traffic only grain products minimum weights as noted in items 20-B, 50-A, 55-C, and 60-A of Sups. 7 and 8 to I. C. C. No. C-10041 until July 30, and provides that freight tariffs in I. C. C. C-10041 and effective supers, will apply until changed or reissued. It applies to carloads between Albright, Neb., Armourdale, Kan., Atchison, Kan., Council Bluffs, Ia., Fort Leavenworth, Kan., Kansas City, Mo., Leavenworth, Kan., Omaha, Neb., St. Joseph, Mo., So. Omaha, Neb., Sugar Creek, Mo., and stations in Mo. on the C. R. I. & P. and the C. B. & Q. R. R. and points in Ill., Ind., Ia., Minn., Mo., So. Dak., and Wisconsin.

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Supreme Court Decisions

Arbitration.—A party may not because of bias in its favor of an arbitrator, known and acquiesced in by it, attack the award of the other arbitrators for the other party.—*Dominion Marble Co. v. Morrow*. Court of Appeals of Maryland. 100 Atl. 292.

Arbitration.—An arbitration has the effect of a compromise settlement, so that in an action on the contract involved, it was error to exclude the arbitration agreement and the finding of the arbitrator.—*Yarbro v. Purser*. Supreme Court of Mississippi. 74 South. 425.

Demurrage on Private Cars.—An interstate carrier may lawfully adopt a demurrage rule exacting demurrage charges on private cars detained on the carrier's tracks while still in railroad service.—*Swift & Co. v. Hocking Valley R. Co.* Supreme Court of the United States. 37 Sup. Ct. Rep. 287.

Issuance of B/L.—Proof that carrier refused to deliver a B/L without notation that goods were in damaged condition, where such was not the fact, is sufficient proof of allegation that carrier wholly refused to issue a B/L.—*Dobbins v. Delaware, L. & W. R. Co.* Supreme Court of New York. 163 N. Y. Supp. 849.

F. O. B.—A contract for sale "free on board" or "f. o. b." a certain place without qualification means that goods are to be placed on board cars for shipment without act or expense of buyer, and that title then passes, and the property is then wholly at the buyer's risk, and such words are not open to construction.—*Lawson v. Hobbs*, Supreme Court of Appeals of Virginia. 91 S. E. 750.

Notify Party May Sue Carrier.—Where the seller is consignor and consignee, and indorse the B/L with drafts on the ostensible purchaser, and the real purchaser pays the draft, and the goods are delivered to him, he, as the party beneficially interested, is the proper plaintiff to sue the carrier for injury to goods.—*N. C. & St. L. Ry. Co. v. Abramson-Boone Produce Co.* Supreme Court of Alabama. 74 South. 350.

Carrier Liable for Misdelivery.—A railroad company received for shipment freight consigned to "shipper's order, notify J. E. H. & Co." The B/L indorsed by the shipper was forwarded to a bank at the place of delivery, attached to a sight draft on the purchaser for the invoice price of the freight. The carrier delivered the freight to J. E. H. & Co., without the surrender or production of the B/L, on an indemnity bond to protect the railroad company. Because of a misunderstanding as to the terms of the sale, J. E. H. & Co. did not pay the draft, and the B/L was returned to the shipper. He sued the railroad company for the value of the goods, fixed in the B/L as the bona fide invoice price. The defendant called in warranty the principal and surety on the indemnity bond; and the latter contended, as a defense to the main action on the B/L, that the reason why the purchaser had not paid the draft or obtained B/L was that the shipper had violated his contract with the purchaser.

The plaintiff objected to the introduction of any evidence in support of that defense to the main action. Held, that the railroad company could not relieve itself of its liability on the B/L to the shipper by taking an indemnity bond in lieu of the B/L and delivering the freight to one who was not entitled to receive it without producing and surrendering the B/L, and that the defendant and warrantors could not inject into the suit, as a defense to the main action on the B/L, the complaints which the purchaser of the freight had against the shipper.—*Harwood-Barley Mfg. Co. v. Ill. Cent. R. Co.* Supreme Court of Louisiana. 74 South. 569.

Landlord's Consent to Sale of Crop.—Where evidence showed that landlord consented to sale of peanut crop by tenant, an instruction in action by purchaser for failure to deliver that ordinarily a tenant has no right to sell crops until his rent is paid, and that a purchaser with knowledge that rents are not paid cannot enforce his contract, and that, if jury are satisfied that tenant had landlord's consent to sell, their relation might be disregarded, was proper. *Lee v. Melton*. Supreme Court of North Carolina. 91 S. E. 697.

Mortgage of Crops.—Where a cropping contract provided that title and possession of the crop should remain in the owner of the land, and the owner furnished supplies to enable the other party to produce the crop, a mortgage by the cropper of his share can only attach to whatever may remain of the cropper's portion of the crop after owner has been satisfied for advances made, pursuant to the contract, to enable the cropper to carry out his portion thereof.—*Pearson v. Lafferty*. St. Louis Court of Appeals, Missouri. 193 S. W. 40.

Bona Fide Holder of B/L.—Where a produce buyer sold potatoes at a distant point, took the B/L to the bank, indorsed it, and received money on a sight draft, which he used to carry on his business, the proceeds being placed to his credit in his commercial account, from which he checked out the money, the bank, which received the bill and draft in the usual course of business and at once forwarded it to a bank at the destination of the potatoes for collection, was a holder in due course without notice for consideration.—*First Nat. Bank of Allegan v. G. R. & I. Ry. Co.* Supreme Court of Michigan. 161 N. W. 859.

Negligent Stranding of Vessel.—The stranding of a barge loaded with wheat in Buffalo harbor, when making the turn into Buffalo river, on a shoal plainly marked and known to navigators of the harbor generally, held due to the negligence of the master in failing to take into consideration the length and depth of his vessel, the stage of the water, and the current, which precluded the owner from the recovery of contributions in general average from the cargo owners for expense of lighting.—*Pittsburg & Erie Coal Co. v. Geo. Urban Milling Co. and Buffalo Grain Co.* U. S. Circuit Court of Appeals. 239 Fed. 271.

Duty of Railroad Co. to Maintain Side Track.—Where relator maintained a grain elevator adjacent to railway right of way so that it was unnecessary to build track to right of way, Public Utilities Act (Hurd's Rev. St. 1915-16, c. 111a) § 45, in connection with Const. 1870, art. 18, § 5, providing that railway companies shall put a switch track to right of way and connect with main track, where it is practicable and not increasing the hazard, required defendant company to maintain spur for relator's use, and where railway company had removed spur, it should be required to replace it.—*Cameron v. Lake Erie & Western R. Co.* Supreme Court of Illinois. 115 N. E. 519.

Tender of B/L not Necessary.—A contract for the purchase of wheat contained the provision that to make a valid tender a B/L must be proffered. The seller advised the buyer of its readiness and willingness to ship two cars of the grain covered by the contract, and was notified not to ship, that the buyer would turn down the drafts and refuse to accept. Held, that under these circumstances a formal tender was rendered unnecessary, the settled doctrine being that a tender or demand, otherwise indispensable, is no longer required when its futility is shown. Although the seller upon such notification announced a rescission of the contract it shortly thereafter shipped to the buyer another car of the wheat, which was accepted and paid for. Held, that this did not counteract the declaration of the buyer that it would not receive the wheat previously offered so as to entitle it to recover damages for its nonshipment.—*Kemper Grain Co. v. Farmers Grain & Elevator Co.*, of Cunningham. Supreme Court of Kansas. 163 Pac. 450.

Connecting Carriers.—Under the Cramack Amendment (Act June 29, 1906, c. 3591, § 7, pars. 11, 12, 34 Stat. 593 [Comp. St. 1918, § 8592]), making the initial carrier liable to the shipper for damages to the goods while in the hands of any connecting carrier, which superseded as to interstate shipments all remedies given by the states, a shipper cannot sue a subsequent connecting carrier to restrain recovery of freight charges, and enforce a set-off against them for damages to the goods in shipment, where there is no showing as to the carrier on whose lines the damage occurred.—*Johnson-Brown Co. v. Delaware, L. & W. R. Co.* U. S. District Court, Georgia. 239 Fed. 590.

When to Establish Loss on Reputated Contract.

The Quinn-Shepherdson Co., of Minneapolis, plaintiff, by Mr. Kennedy, sold to the John Wahl Commission Co., of St. Louis, defendant, by Mr. Bryant, 20 cars of wheat, which sale was repudiated by defendant as its customer was unwilling to accept, and plaintiff then made claim for \$5,298.90.

The sales were made Aug. 27. On the same afternoon at 2:48 p. m. Bryant wired inability to confirm.

On Aug. 30 various telegrams passed between T. A. Bryant, of the defendants, and both J. J. Kennedy and Harry Shepherdson of the plaintiffs, to the effect that the plaintiffs had not acted on the reputation of the contracts.

The defendants claim that as Mr. Bryant had made an error, and that they had notified the plaintiffs in less than one hour after the trades were supposed to have been made that there was an error, that the plaintiffs should have cancelled the sales and looked no further to the defendants.

Plaintiffs claim that they had made a bona fide sale and had at once proceeded to buy the wheat, and that they could do nothing until the arrival of the cars in Minneapolis or the end of the shipping period, and further that at no time did the defendants authorize them to buy in the wheat for defendants account.

Arbitration Comite No. 2 of the Grain Dealers National Ass'n, composed of Elmer Hutchinson, John S. Green and F. E. Barker, held that:

On the afternoon of the same day when the defendants found they were in error, and positively notified the plaintiffs that they would not confirm the purchase of any wheat which was done by the John Wahl Commission Co. twice by wire from their office, and twice by their representative entrain on the same day, that it was the duty of the plaintiffs to commence at the opening of the market next business day to sell out the wheat and establish the amount of the loss, and we believe that in a market of the magnitude of the Minneapolis market that it would not be unreasonable to expect it to be possible to handle a 20-car order on an average price for the day.

Therefore we would find the following to be the proper determination of the loss incurred by the plaintiffs:

10,000 bushels at \$1.26 1/2, delivered St. Louis	\$12,650.00
10,000 bushels at \$1.25, delivered St. Louis	12,500.00

Total	\$25,150.00
Less freight, Minneapolis to St. Louis, at 8 3/4 per bushel	1,675.00

Net at Minneapolis	\$23,475.00
Average price that No. 1 Northern wheat sold spot at Minneapolis, 8-28-15, \$1.13; 20,000 bushels at \$1.13	\$22,600.00

Loss	\$ 875.00
Commission, 20,000 bushels at 1c.	200.00
Money advanced to T. A. Bryant	25.00

Total amount of loss	\$ 1,100.00
And that the John Wahl Commission Co. pay to the Quinn-Shepherdson Co. the sum of \$1,100 with interest from Aug. 28, 1918, and the costs of this arbitration.	

Feedstuffs

AN ALFALFA MILL will be erected at Elm Creek, Neb., by the Alliance Alfalfa Hay Co., to be ready for the new crop.

THE AMERICAN FEED Mfrs. Ass'n will hold its ninth annual convention on June 14, 15, and 16 at the Hotel La Salle, Chicago.

McMINNVILLE, ORE.—A vetch meal manufacturing plant has been installed by O. C. Henderson, the new product being a dairy food.

KEARNEY, NEB.—Fire recently destroyed the alfalfa mill of the Evergreen Alfalfa Mill Co., with an estimated loss of \$10,000 partially covered by insurance.

LEXINGTON, NEB.—The Great Western Alfalfa Milling Co. will build an elevator at this place in the near future. It will have a capacity of from 50 to 120 tons daily.

CROWLEY, COLO., Apr. 6.—The alfalfa mill of Wm. Auckland, 4 miles west of this city was almost totally destroyed by fire. The damage is reported at about \$25,000.

MIRACLE has been entered for registration as the trademark for stock feed manufactured by Geo. B. Matthews & Sons, New Orleans, La. Its serial number is 94,682.

THE GOLDEN GRAIN MILLING CO. will build an alfalfa mill at East St. Louis, Ill., at cost of \$20,000 exclusive of the machinery. The old mill burned some months ago.

CROWLEY, LA.—The Purity Feed Mills Co. has been incorporated with a paid in capital stock of \$10,000. The incorporators are C. F. Mathews, Alex. Brown, and John Betheny.

OKLAHOMA CITY, Okla.—The Southwest Milling Co. will erect an alfalfa mill of a capacity of 60 tons in 10 hours, and will occupy a space 100x200 ft. Work will be started May 1 on its construction.

FIRE OF UNCERTAIN origin recently destroyed the hay sheds and three cars of corn at the big Auckland alfalfa mill east of Olney Springs, Colo. The power plant and store room and contents were saved.

PHARR, TEX.—The alfalfa drier of the Pharr Mill & Elevator Co. burned recently, entailing a loss of \$70,000, not covered by insurance. The grain elevator was saved. The drier probably will be rebuilt.

SUBSTITUTION of cotton seed meal for grain as stock feeds is urged by the Interstate Cottonseed Crushers Ass'n, the purpose of the movement being to save the millions of bushels of grain which are so used, for food for humans.

THE AMERICAN FEED Mfrs. Ass'n has created a scientific educational department to publish facts relating to the value of manufactured feeds and feeding materials. The object is to demonstrate to feeders the value of manufactured feeds over home prepared kinds.

A SAFETY ZONE in which no wooden alfalfa mills may be erected, has been established by ordinance in Kearney, Nebr. These mills have been classed as a fire hazard, and they have given the fire department of the city considerable trouble. A provision of the ordinance, however, permits the erection of fireproof buildings, made of concrete and steel, in the safety zone, and under this provision the

Great Western Alfalfa Milling Co. will be permitted to carry out their plan of erecting a large mill. Work will be started on it soon.

Uniform Feedstuffs Legislation.

Wm. G. Crocker, chairman of the special legislative committee of the Millers National Ass'n, recently reported

We are pleased to say that no new hardships have been imposed upon our industry. We find as follows:

Arkansas.—The law has been amended, reducing the tonnage tax from 25 cents to 20 cents per ton, as those interested of course already know, pure wheat bran, shorts and middlings are exempt from this tax, although subject to the common requirements. This became effective March 10, 1917.

Delaware.—Has a bill pending, the requirements of which are the same as the "Uniform Feed Bill," without taxation.

Kansas.—Has standardized 100 pounds net as the weight of a sack of feed.

Massachusetts.—Has changed its fiscal year to the calendar year.

Michigan.—An amendment to the law has been introduced requiring that all feed must be tagged or branded, showing the name of each ingredient. Wheat, rye and buckwheat bran and middlings, when pure, exempt as heretofore. License fee of \$20 per annum.

Missouri.—Will undoubtedly adopt the "Uniform Feed Bill" without the revenue measure. It has passed both houses.

New York.—There has been much agitation but we feel that there will be a satisfactory ending to the "Wick's Bill." There is also the possibility of the passage of a bill preventing the use of wire or other metal fasteners for tags. The best way to avoid annoyance in the compliance of such a measure is to use printed sacks.

South Carolina.—This state failed to pass a bill dealing with metal tag fasteners. However, we can expect anything from this state, which adopts standards that prohibit feed from certain sections.

Texas.—With true Texas methods this state, in an endeavor to do everything on a large scale, proposes for violation a heavy increase in penalties.

Washington.—The "Uniform Feed Bill" has been introduced.

West Virginia.—The "Uniform Feed Bill" was introduced verbatim, with 25 cents tonnage tax, but exempted home manufacturers, which, therefore, would make it unconstitutional. This passed the Senate, but failed in the house.

Wisconsin.—An amendment has been presented, simply transferring the administration from the Director of the Experiment Station to the Commissioner of Agriculture, and providing for the name of each ingredient on packages. These changes are slight and immaterial insofar as the millers are concerned.

Wyoming.—This state has passed verbatim the "Uniform Feed Bill" without taxation.

Thus, while there have been a few changes, they are all, as a matter of fact, quite immaterial, and we have reason to feel relieved that such changes have been sane and reasonable.

We should further congratulate ourselves that the adoption of the "Uniform Feed Bill," over which we have labored so long, has come to be recognized as a fair and just measure.

Exports of Feeding Stuffs.

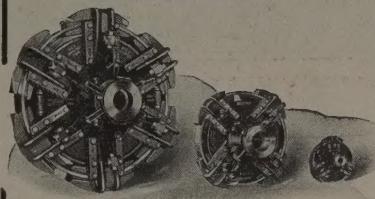
Exports of feeding stuffs during February, 1917, compared with February, 1916, and during the eight months ending February, 1917, compared with the corresponding period ending February, 1916, according to the U. S. Bureau of Foreign and Domestic Commerce, were, in tons, as follows:

	8 mos.			
	February, 1916.	February, 1917.	1916.	1917.
Bran and middlings..	505	680	12,061	4,678
Dr. grns. and malt sprouts	162	23	1,080	1,241
Mill feed.....	3,863	2,339	17,689	35,212

OIL CAKE AND OIL CAKE MEAL (Lbs.).

	8 mos. ending Feb. 1917.			
	February, 1916.	February, 1917.	1916.	1917.
Corn	3,267,000	1,365,632	13,330,842	12,714,242
Cottonseed	76,061,664	60,824,760	859,916,749	991,472,070
Linseed	64,673,264	9,800,854	466,722,153	426,434,367

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In our latest design, which we call the Smith Type Hill clutch, there are many improvements in construction.

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The left hand pages are devoted to—Purchased; the column headings being: Date; From Whom; Bushels; Grade; Delivery; Price; By Whom Bought; How; and Remarks.

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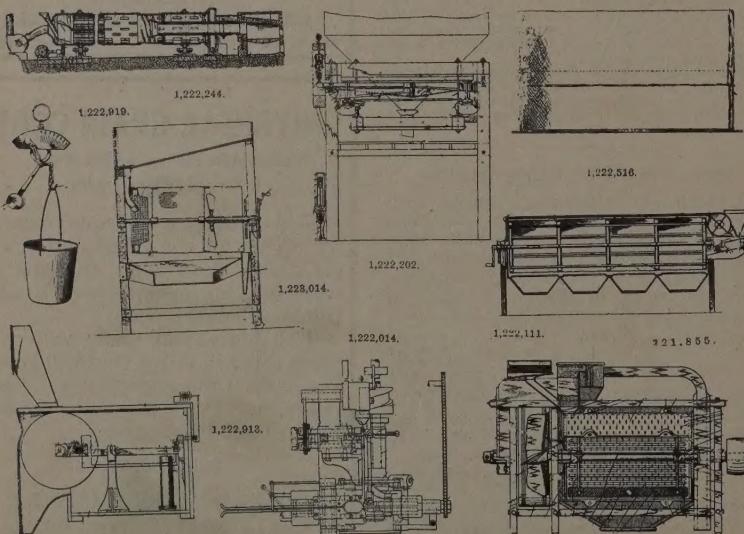
1,222,014. Machine for Wire-Tying Bags. (See cut) Reginald R. Miller, Chicago, Ill. A bag tying machine consisting of means for puckering the neck of the bag, operating means for feeding wire, cutting it off, forming a head on one end of it, means for passing the wire around the neck of the bag, and then for tightening it and twisting the two ends of the wire together.

1,222,516. Grain Bin. (See cut.) Daniel F. Beegle, Waitsburg, Wash. A bin composed of a number of flexible sections each consisting of an outer shell with a lining located on its inner side, with means for detachably connecting the sections to each other. The lower edges of the linings extend below the lower edges of the section, and extend into the interior of the next adjacent section.

1,223,014. Seed-Cleaner. (See cut.) Geo. E. Wood, Albany, O. An apparatus composed of a porous separating cylinder with a conical screen in at its receiving end, with means for feeding material upon the screen. A fan is arranged in the cylinder so that it directs a blast of air through the inlet end of the cylinder and against the inclined walls of the screen. Means are provided for rotating the cylinder and the fan.

1,213,919. Grain-Sampling Device. (See cut.) Conrad R. Bennett, Worcester, Mass. The combination of a main supporting frame having a scale bar on it, the bar being graduated to indicate pounds per bushel, a weighted pointer pivoted on the frame, and movable over the scale bar, and a scale pan connected with the pointer. The pan has a capacity for receiving a definite volume of grain, so that by filling it with grain the pointer will show on the scale the number of pounds to each bushel of such grain.

1,222,111. Seed Grader. (See cut.) Grover C. Leach, Bangs, Tex. A seed grader composed of a frame on which are mounted a hopper and a rotatable hollow cylinder having a cover extending longitudinally above and spaced from the cylinder. A fan at one end of the frame directs a blast of air into the space between the cylinder and the cover, and also across the mouth of the hopper. Means are provided for closing one end of the space between the cover and the cylinder, and deflectors extend from the edges of the cover to the sides of the cylinder.



1,221,855. Grain Scouring Appliance. (See cut.) Levi Hicks, Holland, Mich., assignor to Invincible Grain Cleaner Co., Silver Creek, N. Y. A grain scouring machine in which a scouring casing has a number of conical, rough-surfaced depressions formed on its inner surface. A number of comparatively wide and thin beating bars, each having roughened projections on its sides and edges, are placed lengthwise of the casing and close to its inner surface, the edges of the bars being located directly opposite the inner surface of the casing, and the sides of the bars are placed at right angles to it. Means are provided for rotating the bars. The sides of the depressions in the scouring casing are placed at an obtuse angle to the inner surface of the casing.

1,222,243. Automatic Weighing Apparatus. (See cut.) Dick B. Williams, New Orleans, La. An electrically controlled weighing machine has a revolving drum composed of a number of compartments. A magnetically controlled check normally engages a ratchet disk on the axle of the drum to prevent movement of the drum in a forward direction, and a spring tensioned pawl engages the other disks to prevent backward movement. A circuit closing contact at the end of the beam opposite the drum has electrical connection with the magnet device on the check. Under a predetermined weight the magnet moves the checks to allow the forward movement of the drum. Separate circuit-closing elements are carried by each side of the scale beam on the weight end. An inlet spout is placed above the drum, with an outlet spout below.

1,222,244. Mechanical Rotary Drier. (See cut.) William E. Prindle, London, O. A rotary drier composed of an outer cylinder and an inner cylinder, with hot air carriers passing thru the outer cylinder. Means are provided for feeding material to the front end of this cylinder. At the lower end of the outer cylinder a hot air producer generates a current of air. The inner cylinder extends only a portion of the way into the rear of the outer cylinder, and is for the purpose of preventing direct contact of the hot air and the grain which by the time it reaches the inner cylinder is in a fairly dry condition. Means are also provided for allowing an inflow of air into the rear and between the two cylinders. The hot air is introduced into the rear portion of the space formed between the inner and outer cylinders and a suction device causes it to flow in the opposite direction to which the grain is moving. Means are provided for preventing the pyramiding of the material to be dried, in front of the open end of the inner cylinder as the outer cylinder rotates.

1,222,202. Hopper Scale. (See cut.) Rudolf Grundman, Chicago. A weighing scale in which a secondary frame is located beneath a main frame. Multiplication levers are pivotally connected to the main frame, and secondary levers are mounted directly beneath the levers and pivotally mounted on the secondary frame. A platform is supported by the secondary levers, and means is devised for pivotally connecting the secondary levers with the multiplication levers. These have pivotal connections for operating a scale beam.

Car Situation in West Not Improving.

Altho western terminals, with the possible exception of Detroit, are not suffering from car congestion as they did during the past winter, traffic conditions are not improving as fast as was generally expected. In fact, during the past ten days there seems to have been a slight turn for the worse.

The New York Central, the New York, Chicago & St. Louis and the Pere Marquette have made their embargoes against eastbound freight originating west of the Illinois-Indiana state line more severe, and the other eastern lines are also accepting less freight for eastern destinations than some time ago. The Wabash has embargoed all c. l. freight from connections destined for points in Detroit proper, except when billed for delivery to industries on Wabash private sidings. The Wabash has also placed an embargo on all c. l. freight from connections destined beyond Detroit and routed via the Michigan Central and Grand Trunk.

Western grain shippers complain that, despite the pressure that they have brot to bear upon the Interstate Commerce Commission and the Car Service Commission of the American Railway Ass'n, they are receiving no more cars than during the winter; that their elevators are full, and that they cannot get cars to ship to the seaboard where they have vessels waiting for them. Altho traffic is not moving freely to the East, there is no large accumulation of cars in the Chicago switching district because of the embargoes, as was the case during the winter. Chicago operating officers maintain that they have no great difficulty in making deliveries from one road to another in the Chicago district.

Traffic in New England seems to be still badly congested.—*Railway Age Gazette*.

Elevator Casualties.

Cecil Hines, an employee of Risser & Rollins, Paxton, Ill., while holding onto a plank to keep it from slipping, lost his balance and fell about 10 feet, striking and injuring his back on a saw horse.

Whitehill, a negro employee of W. T. Wilson Grain Co., Nacogdoches, Tex., suffered a compound fracture of his leg on Apr. 11 when a truck which was used to haul hay from the warehouse to a car which was being loaded, fell on him.

R. J. Spelz of the Spelz Grain & Coal Co., Albert Lea, Minn., on Apr. 10 got a sliver in his eye while sawing some wood.

Wesley Wilson, an employee of De Long Bros., Sadorus, Ill., while cleaning a pit in an elevator, got his foot caught and smashed by a bucket of the elevator.

H. S. West, of the Cargill Elevator Co., Minneapolis, Minn., received an injured foot when a truck tipped over on it.

SIAM'S RICE acreage at the end of December, 1916, was 2,772,080, with the total harvested 556,680 acres, yielding 422,656 tons.

The GRAIN DEALERS JOURNAL.

Insurance Notes.

GAINESVILLE, TEX.—Following declaration of a state of war, a local flour milling company took out \$100,000 war insurance.

MUCH EXPLOSION insurance on grain elevators is being written, western insurance companies claiming to be writing it at the rate of \$1,000,000 a day. The rate is 50 cents per 100 liability on fireproof elevators and 75 cents on all ordinary constructions.

THE MINNESOTA state industrial insurance bill, which provided that the state take over the administration of employer's insurance against claims under the workmen's compensation act, was defeated by a 2 to 1 vote. This bill was introduced at the instance of the State Federation of Labor.

FIRE AND MARINE insurance premiums in 1916 were the largest on record, with indications pointing to another record in 1917. Net premiums of the companies licensed in New York for the last year were \$401,940,508, an increase of nearly \$50,000,000. Companies not licensed in New York are estimated to have written about \$40,000,000 more.

GUARDING COUNTRY ELEVATORS or at least inspecting them once a day is advocated by the fire marshal of North Dakota, who has applied to the attorney-general for an opinion on the extent of his powers to guard the elevators. His plan is to have the fire chief make the inspection where possible, and in other cases to appoint deputies.

THE EMPLOYERS' LIABILITY act of Texas has been amended so that practically every employer of labor except railroads, and electric car lines, farm labor and domestic servants comes within its meaning. All claims, constituting the basis for litigation, have been transferred from the courts of the country to the Industrial Accident Board for adjudication and settlement.

THE PREVENTABLE fire waste of the country is one of its most unpardonable faults. The state fire marshals and other experts agree that 75 per cent of it is due to carelessness, individual and municipal. What a crime it has been, in view of the present crisis, that over fifty million bushels of wheat have been burned during the past year, on the farms and in the grain elevators of the country! Most of this loss also was due to carelessness and lack of the ordinary precaution against fire.

ARGENTINA'S EXPORTS of wheat in January and February, 1917, amounted to 390,676 tons, which was 86,126 tons more than for the same period in 1916. Corn exports were 248,796 tons, and oats 60,569 tons, both a reduction from last year. Barley was 5,368 tons, an increase of 4,327 tons. The corn crop which is now being harvested is also short, the early plantings being a total loss, while late plantings promise a good or fair yield.

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Average Annual Dividend to policyholders 53 PER CENT of the DEPOSIT PREMIUM.
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E. H. MORELAND, Secretary

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Start at once and have the whole premises, outside and inside, machinery and equipment, receive a thorough

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By so doing you will make the work of operating easier and reduce the fire hazards. Ask the Mutual Fire Prevention Bureau, Oxford, Mich., or any of the following list of companies for standards of construction, installation and best methods of repairing.

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OF Wilkes Barre, Pa.

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OF Des Moines, Iowa

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TEXAS MILLERS MUTUAL FIRE INSURANCE CO.
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FIRES AND FOOD SHORTAGE

For the past fifteen years we have been educating "Grain Dealers" policyholders in the ways of Fire Prevention. Now is the time to put that knowledge to good use. YOUR COUNTRY NEEDS EVERY BUSHEL OF GRAIN THAT GOES INTO YOUR HOUSE THIS SEASON. A fire from any cause will be a calamity; a careless fire will be a crime.

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Form 23 is an Indexed Journal, keeps a record of 10,000 wagon loads. Each man's loads are entered on his page. It keeps a record of scale weights. From it both debits and credits are posted to ledger, crediting the customer with the amount received and charging it to the grain's account.

The book is ruled with column headings as follows: Date; L. F.; L. F.; Kind of Grain; Remarks; Gross; Tare; Net; Bushels; Pounds; Price; Amount.

The book contains 240 pages, size 10 1/2 x 15 1/2 inches, of Atlas linen ledger paper. A 28-page index in front. Extra heavy cloth covers with leather back. Price, \$2.75.

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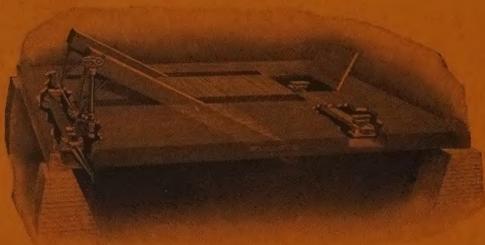
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